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GENERAL SHOT.

LATEST CANTON SENSATION.

ALLEGED TREASON.

According to news contained in a private telegram received in the Colony, General Hsuing Keh-wu, the Szechuan commander who was arrested by the Canton authorities a few days ago, has been shot by order of the Executive Council. This decision was reached after a court-martial which is said to have found General Hsuing guilty of treason, and which was attended by General Chang Kai-shek, who has since left for the East River front. The news of his execution was not unexpected, in view of the allegations made against him.

It will be recalled that General Hsuing only arrived in Canton early this month, and that he was given a great welcome by the authorities on this occasion. Shortly afterwards, suspicions were aroused regarding his attitude to the "Red" cause, and the Canton authorities allege that many evidences were discovered of his intrigue. In particular it was stated that a Chinese was arrested who confessed that he was an emissary of General Chan King-ming and was the bearer of secret despatches between Chan and Hsuing.

The arrest of General Hsuing caused great indignation amongst non-Chinese military leaders in and around Canton, and it is expected that this will increase in force if it is finally confirmed that General Hsuing has been shot.

LOCARNO PROGRESS.

M. BRIAND'S WARNING.

Locarno, Oct. 9.

Herr Stresemann had an hour's conversation with M. Briand this morning. The latter subsequently expressed himself as well satisfied, and said that all the statesmen at the conference were obviously determined to see the whole problem confronting the conference from a European standpoint, and anyone at present wishing to unfurl the banners of war in Europe would scatter the seeds of civil war. All parties to the conference must make concessions in view of this fact.—*Reuter.*

Locarno, Oct. 9.

Signor Scialoja emphatically declared that Italy completely shared the standpoint of Britain with regard to the security pact.—*Reuter.*

A BRITISH INTEREST.

Locarno, Oct. 9.

To-day's diplomatic conversations included an interview between Count Skrzynski and Mr. Austen Chamberlain, after which both received Press correspondents. It is stated that it is the greatest mistake to suppose Britain is not interested in the eastern European frontiers, although he will not assume new obligations and reserves absolute liberty for the future. Count Skrzynski declared that Poland desired a fair compromise on the basis of existing treaties, and the Covenant of the League of Nations.—*Reuter.*

Berlin, Oct. 9.

The German newspapers do not share the optimism of the foreign Press, and consider that the conference has reached a deadlock. They declare that success or failure depends

LOCAL MERGER.

MR. SHEWAN REPLIES TO CRITICS.

"CROSSING A STREAM."

At this morning's extraordinary general meeting of the China Provident Loan and Mortgage Company, which was held in connection with the proposed merger with the Hongkong Tug and Lighter Company, the Chairman, Mr. R. G. Shewan, referred to the correspondence which appeared in this morning's newspapers and which also appears on page 4 of this issue. The purport of the letter is one of complaint that the Provident and Loan Company is taking over the Tug and Lighter Company on too generous terms.

Mr. Shewan began by saying that the letter was anonymous and did not give any proof that it was signed by shareholders, and so he was not sure whether he ought to take any notice of it. But he would just like to say a few words. Abraham Lincoln, who was perhaps one of the wisest men who ever lived, used to say that a man should not swop horses when crossing a stream, and they were right in midstream now. The sooner they got over the other side the better. To attempt to stop those proceedings now and to commence new negotiations with the Tug and Lighter Company would be the height of folly and would be disastrous altogether. It was quite true what had been said—that the Tug and Lighter Company worked at a loss last year, but it had done better business since and was in a much better position. The Tug and Lighter Company was not forcing the sale on the Provident Company, but they knew quite well that the Provident Company was using their lighters to advantage and they knew, too, that it would take from nine to twelve months to build new lighters and tugs. And everybody knew that it would cost a great deal more than the price which the Tug and Lighter Company was asking. For all those considerations they recommended the transaction to shareholders. He was quite sure that if those gentlemen who had written to the papers thought a little more deeply about it and went into the question they would find that it would cost more in time and money to get such a fleet elsewhere as they were getting now.

The ordinary business of the meeting was then proceeded with.

STRENGTH OF FASCISM.

NEARLY TWO MILLION ENROLMENTS.

Rome, Oct. 9.

The Fascist Grand Council General Secretary has reported that the Fascist enrolments are now over 1,800,000, an increase of 150,000 as compared with 1924. The Council has noted this with satisfaction and has invited the Fascist centres to suspend further enrolments until it has undertaken a stricter revision.—*Reuter.*

CONSERVATIVE CONFERENCE.

AN ENTHUSIASTIC CONCLUSION.

London, Oct. 9.

The Conservative Conference concluded with the National Anthem and enthusiastic cheering, after the passing of a resolution urging the advisability of a definite

SIR GEORGE LLOYD.

ELEVATED TO BARONY.

London, Oct. 9.

H. M. the King has approved of the conferring of a Barony on Sir George Lloyd on his appointment as High Commissioner of Egypt.—*Reuter.*

[The new Baron was in May last appointed High Commissioner in Egypt in succession to Field Mar-

shal Lord Allenby. He is 45 years of age. Representing West Staffordshire in Parliament from 1910 to 1918, he made many able contributions to debates on foreign affairs, and in 1919 he was appointed Governor of Bombay, which position he held until 1923. He was made a memeber of the Privy Council last year. He has travelled widely. In 1911, he married the Hon. Blanche Lascelles, late Maid of Honour to Queen Alexandra.]

MALAYAN PROBLEMS.

MUCH STILL TO BE DONE.

London, Oct. 9.

Sir Laurence Guillemard, speaking at a luncheon of the Overseas League, presided over by Ernest Birch, declared that the Malayan Government's first problem was to see the individuality of the separate parts scrupulously preserved, and with no question of fusion. Subject to that policy the Administration would make it as easy as possible for trade and commerce to go on their way undisturbed. He eulogised the Malays as gentlemen and sportsmen, most loyal to the Empire as testified by the wartime gifts. The British and Malays were united by bonds of complete understanding and deep affection. Referring to the advance of the last half-century, he said they had a most efficient press, the tone of which was generally moderate although there was no fear of a Governor lacking advice or criticism. He opined that in certain respects there was much still to be done with reference to sanitation. The housing problem was particularly difficult owing to the partiality of the Malays to live in a crowded condition in crowded parts of Malaya. Especially was Singapore not to their credit.—*Reuter.*

OBITUARY.

LABOUR MINISTRY SECRETARY.

London, Oct. 9.

The death has occurred of Mr. Arthur William Watson, the Principal Assistant Secretary, Ministry of Labour.—*Reuter.*

[Born at Newchwang, in 1874 (the son of the late Dr. J. Watson) Mr. A. W. Watson was educated at Cheltenham, Uppingham, and Cambridge, and entered the Indian Civil Service in 1897, where he served with distinction. He returned permanently to England in 1916, entering the Ministry of Mu-

KOWLOON HOSPITAL.

TO BE OPENED SHORTLY.

PAYING PATIENTS AT PRESENT.

Residents of the peninsula will be interested to hear that the new Kowloon Hospital will open its doors in about six weeks' time, arrangements already having been made for its staffing. For the present, owing to the unusual conditions prevailing, only paying patients will be admitted to the hospital. Later on, however, it is hoped that the institution will also be able to cater for non-paying patients.

The Hospital, as is known, is situated on the new road from Mongkok to Kowloon City. As to the institution itself, it has been so planed that although at first there will only be limited accommodation, its extension can easily be effected as occasion necessitates. There is, however, a thoroughly up-to-date administrative section, the provision of which is such that no reorganisation thereof will be necessary should extension of the hospital itself be called for. In addition to the hospital buildings, there are sisters' quarters, a matron's flat and a doctor's house, together with other necessary buildings.

It is mainly due to the untiring efforts of the Kowloon Residents' Association that this new hospital has come into being, for that body has for some years past stressed the importance and urgency of the project. As to the cost of the undertaking, we notice in the draft estimates just issued in connection with the Budget that the original estimate was $360,000, but owing to very extensive work on the site this has now been revised to $604,000. The estimated amount to be spent during this year is put down at $350,000, and the only sums allocated for next year are $20,000 on account of buildings and furniture, and $35,000 on continuation of site development.

"SUI YICK" SOLDIERS

DETAINED MEN TO BE RELEASED.

Five or six of the men who were taken into custody by the authorities when they captured the steamer Sui Yick, and were detained for special enquires after the deportation of the others across the border to Shum Chan, have been informed that they may leave the Colony.

These men are understood to be officers, and on that account had been held for further examination into their antecedents, before it was decided that the Colony could well do without their presence.

Accordingly, whilst being told that they would not be permitted the freedom of the Colony or residence in it, they have had the privilege extended to them of choosing their destinations. This must be some place in China.

When seen to-day, a police official said that the expense of sending the men away was trifling, inasmuch as that they would simply be put on a train bound for the frontier, or on a steamer, according to their choice of destination. In nearly all the cases, it is assumed that Canton will be chosen.

EXPORT BAN.

FURTHER EMBARGOES REMOVED.

It will be recalled that during the strike, the exportation of certain specified articles was prohibited except under special licence. The ban has already been lifted in regard to some of those, and now it is notified that further embargoes have been removed.

To-day's *Government Gazette* states that the embargo so far as it relates to rice, flour and tinned or preserved foodstuffs has ceased

CADETS MOVE.

3,000 FOR EAST RIVER BATTLE.

ON TO WAICHOW.

It is also reported that General Chang Kai-shek, after having completed the court-martial of General Hsuing Keh-wu, again left for the front on the 6th inst., taking with him 3,000 strong of the Cadet Corps to whom is assigned the task of capturing the stronghold of Waichow. During his absence on the front, General Tan Yen-kai is appointed to act as Garrison Commandant *pro tem.*

It was reported that General Chan Ming-shu, who was appointed the commanding officer of the left wing of the punitive expedition in the East River sector, was unable to take the command, on account of the sudden development in the south and west sectors.

It is said that Tang Poo-yan is mobilising in the Leung Yang and Sam Lo districts to co-operate with the recently formed alliance of the various units of the anti-Reds on the West River sector, the objective being Kongmoon For this reason, it is said that the orders for mobilization of the Kuomintang army stationed at Heungshan and Kongmoon have been cancelled.

FATSHAN'S FUTURE.

SQUABBLE OVER REVENUE.

It is reported that since the mandate issued by Ku Ying-fun, High Commissioner in charge of the Provincial Government of Kwangtung, declaring the city of Fatshan a Municipality independent of the jurisdiction of the Namhoi district, and the mandate appointing Sum Soung as Mayor of the Municipality, the Regimental Commander of the Kuomingtang army stationed at Fatshan has raised strong opposition to the handing over of the Revenue Department of the city to the new Mayor. The collection of this revenue has heretofore been done by the Commandant for the paying of his troops.

The report further says that the Regimental Commander had received orders to mobilise his troops immediately in the East River sector, but before carrying out the orders he made sure that the Revenue Department should not be lost to him, by leaving behind one battalion of his troops to save the revenue from falling into other hands.

DEARER TELEGRAMS.

BRITISH OPPOSITION OVERRULED.

Paris, Oct. 9.

Despite strong and eloquent British opposition, the Tariffs Committee of the International Telegraphs Conference has overwhelmingly voted a recommendation to be submitted to the plenary meeting of the conference to increase terminal and transit charges on all telegrams all over the world. It is estimated that the increases will average about twenty per cent. The committee also unanimously agreed to a recommendation that the press rate be applicable day and night throughout the twenty-four hours all over the world. It is regarded as certain that the plenary meeting will adopt this measure, which is an important concession to the news agencies and newspapers, going far to counter-balance the increased charges.

Bulls and Inners

From the Office Butts.

Signs of Normality:—A well-known supporter of Clubland was seen fraternising with a taxi-driver just before the last Peak tram left the other night.

There is unfortunately no truth in the rumour that the management of the Peak Hotel is trying to break all records—as far as gramaphones are concerned.

A correspondent suggests that we rename this feature "Bulls an' Dinners."

We thoroughly enjoyed Levitzki's concerts, but did not appreciate them to the full until we heard the opinions of the experts on the Peak tram.

Making use of arts and crafts, Shanghai won its first bowls game on Thursday.

Our Colonial Secretary will not go away yet awhile, but judging from this football dispute, it looks as if he's started to rock the boat already.

We gather from the news that the tallest skyscraper in the world is to be erected once again in New York.

You can recognise the approach to Ice House Street by the heaps of discarded friends along the way.

The way these numbers on the licence plates keep mounting up, there must still be a lot of auto-suggestion in the Colony, despite the hard times.

A reader wants to know the reason for Monday being declared a holiday. To enable the public to get over the Budget.

One advantage of being a General in Canton is that you may get arrested before you do any fighting.

A Bull in print is worth two you merely thought of. *Verb Sap.*

MacWhirter, says our officials have their uses after all, for according to the Budget their signatures are expected to yield a thousand dollars a month next year.

Something which might have been better expressed:—"The Food Controller ceased to exercise his functions on September 30th, 1925."—*Government Gazette.*

If our financial conditions were as sound as some of our pessimists, they wouldn't make so much of it.

Perhaps "Triton" will be able to spare a few moments one of these days to get the strikers over the fences by Christmas.

One good way to think fast while on your feet is to be a pedestrian.

Talking about the Estimates, it is much better not to go to gaol for debt than be in debt for a gaol.

A recent Police Court case suggests that Chinese may possibly be using Sir Robert Ho Tung's round-table as a roulette wheel.

One thing about these Oxford bags, you don't now need to join the Navy to get your trousers over your boots.

Cartlidge says he's willing to fight "anything on two legs." Wish he'd start in on the shroffs.

If food were commensurate with the sweat of the brow these days, lots of Hongkong folk would die of starvation.

We ain't got much money, but with a couple of Governors there's renewed talk of a luxury tax.

These thousands of returning strikers seem about as mythical as the Russian troops who passed, used to, but we seem to have fully

France's motto:—They shal not pass—their payments.

One sure sign of mechanical progress is that pedestrains have to be mended oftener than motor cars.

China's adversity is mostly caused by her perversity.

Next month our fur-bearing animals are due to make their appearance.

A question for Mr. Tse:—Who first started raising Cain in the Chinese Garden of Eden?

According to newspaper reports, a waiter took part in the golf match between the Volunteers and H.M.S. Hermes. Suppose he took round the drinks.

The *Daily Press* refers to the Hongkong Cricket Club's "Weed-end fixtures." Maybe some cigarette-smoking contests are being arranged.

Home papers speak of quite a number of people getting mysteriously rich. A matter for enquiry into the origin of specie.

Some Hongkong women have a lot of nerve. We saw one yesterday with long hair.

The French and Spanish operation in Morocco will not be a success unless the patient pays for it.

These days what's what is of more use in a newspaper office than who's who.

All the voice of conscience needs is a loud-speaker attachment.

If the Spanish successes in Morocco, detailed in the Madrid communiques, were placed end on end, General Primo de Riveira ought to be somewhere about the place where Stanley found Livingstone.

Recent correspondence reminds us that whether you write Home to the wife or not, she generally manages to hear all about it.

We don't see why some of these jazz musicians shouldn't be given jobs at the local docks as riveters. They'd make almost as much noise and do something useful besides.

The moon affects the untied as well.

In the matter of football it looks as if our Government will soon have another boycott on its hands.

We may live in an age of speed, but payday is just as slow as ever.

Lots of Hongkong women suffer discomfort by buying shoes to fit the occasion rather than the feet.

Ideas die quickly in some heads because they can't stand solitary confinement.

What we need most in the way of supplies is spare parts for pedestrians.

This week the Peak Tramways Co. has been notifying that "a special car will run on Friday night at 1.45 o'clock." It would be rather useful to have another at about 4 p.m. in the morning.

The best holiday is to pay your bills and give your mind a rest.

Old fashioned ideas may be all right, but you can't run a motor car on oats.

At the moment, there's a serious shortage of people with something worth while to say.

Fashion writers may wrangle, but the mosquito vote is solid against the return of long skirts.

A dollar may not go as far as it

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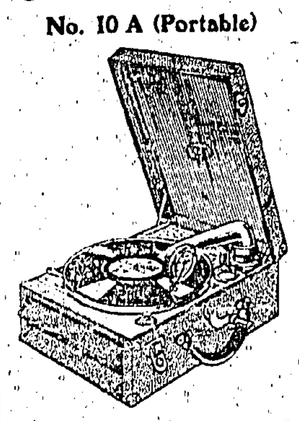

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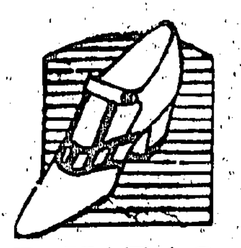

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EARLIER TELEGRAMS.

THE LOCARNO CONFERENCE.

Locarno, October 9.

Mr. Chamberlain, talking with British Pressmen said that everyone earnestly wanted peace and he was convinced that it was impossible to leave Locarno without making real progress. To do so would be disaster. He did not believe that any difficulty was unsoluble and had never heard of a discussion conducted on so high a level. Nothing had been said that could offend others.

Paris, October 9.

Le Matin's Locarno correspondent declares that the Conference has considerably progressed towards the goal. A formula is in sight and it must be assumed that this has been achieved by linking up the admission of Germany into the League and the projected arbitration treaties.

Petit Parisien's correspondent, however, referring to Herr Stresemann's reservations, says clearly that the negotiations are confronted by secret Russo-German engagements.—*Reuter.*

INTERNATIONAL TELEGRAPH CONFERENCE.

Paris, October 9.

It is expected that the International Telegraph Conference which opens in plenary session on the 10th will increase the terminal transit charges on all telegrams. It is understood that the increase will not be a flat rate but will vary from ten to thirty per cent, countries belonging to the telegraph union being divided into a number of categories entitling them to greater or lesser increase according to their financial necessities.

The British representatives, in committee, steadily opposed the increase and had the moral support of the American observers but were overruled by the majority of other countries which emphasised the necessity to offset increased working costs. The increase will apply to press, besides ordinary and urgent messages.—*Reuter.*

COTTON PROSPECTS.

London, October 9.

Optimism has been aroused in Manchester by the receipt of the American Government's cotton report, indicating a crop of nearly fifteen million bales.

It is pointed out that if the linters are added, the yield may total sixteen million bales, the largest crop known.

With spinners assured of a plentiful crop, it is hoped that improvement in the Lancashire trade is in sight.—*Reuter.*

WAR DEBTS.

Rome, October 9.

After hearing a speech by the Finance Minister, Signor Volpi on the economic, and financial outlook, the Cabinet decided to submit to the King a decree fully empowering Signor Volpi to negotiate and conclude an agreement with England and America on the subject of debts.—*Reuter.*

Rome, October 9.

The Italian War Debt Commission, headed by Signor Volpi leaves for New York on the 22nd.—*Reuter.*

THE MOROCCAN CAMPAIGN.

Fez, October 9.

French and Spanish cavalry are penetrating Riffian territory to co-operate in clearing the area lying eastward of the line between Adjdir and Kifan.

Relatives of the Caids executed by Abd el Krim's orders have risen against the Riffian leader and will fight his supporters. Further numerous rebels have submitted to French control.—*Havas.*

THE CONSERVATIVE CONFERENCE.

London, October 9.

The Conservative conference opened to-day. There was an atmosphere of satisfaction at Mr. Baldwin's speech, as the result of which one delegate said the workingman would be more than ever with Mr. Baldwin. A resolution was carried demanding the amendment of the Trade Union Act of 1913, declaring that peace was unattainable while the workers did not get political freedom.—*Reuter.*

MINERS' GRIEVANCES.

London, October 9.

The miners' delegate to the conference has decided to participate in the Royal Commission subject to further efforts of the Executive to remove grievances in regard to the reduction of basic wages and the refusal of unemployment benefit.—*Reuter.*

OBITUARY.

Hague, October 9.

The death is announced Jonkheer Van Karnebeek, father of the Foreign Minister.—*Reuter.*

KOWLOON AFFAIRS.

RESIDENTS' ASSOCIATION'S RECENT ACTIVITIES.

Question of Traffic Control.

The monthly committee meeting the Kowloon Residents Association was held in St. Andrew's Church Hall, Kowloon, on 5th inst, the President, Mr. W. S. Bailey, occupying the chair.

The Chairman read a letter from Mr. A. V. Tofts, who, on leaving the Colony, tendered his resignation which the Committee accepted with very great regret.

A letter was read from the Mid-Levels Residents' Association requesting the co-operation of the K. R. A. to discuss with the M. L. R. A. a resolution they had passed that Government be asked to consider the transference of Traffic Control, now under the Police Authorities, to a separate body.

The Committee of the K. R. A., after discussing the matter, and on the motion of Rev. C. R. Lindsay, seconded by Mr. C. F. Mendham, instructed the Secretary to write thanking the M. L. R. A. for their letter, and stating that the K. R. A. Committee are not convinced of the necessity at present for any change in Traffic Control, although they are willing to consider any good reason which may be advanced for such change.

Bus Accommodation.

In reply to the letter of a correspondent suggesting that the K. R. A. take action to limit the number of passengers to four in each seats of all Kowloon busses, the Secretary was instructed to write thanking the correspondent for his letter and stating that the subject was a matter for the Police.

Cox Road.

The condition of this road was referred to by several members of Committee, and, on the motion of Mr. J. Hyde, seconded by Rev. Mr. J. H. Johnstone, the Secretary was instructed to write the P. W. D. upon the subject.

Numbering of Houses in Nathan Road.

On the motion of Rev. J. H. Johnstone, seconded by the Rev. G. R. Lindsay, the Secretary was instructed to write Government on the irregularity of the numbering of houses in Nathan Road, particularly between Salisbury and Jordan Roads.

Kowloon Dispensary.

The desirability of obtaining supplies from the Kowloon Dispensary on Sundays was strongly emphasised by members of Committee, and, on the motion of Rev. J. H. Johnstone seconded by Captain T. T. Laurensen, the Secretary was instructed to write asking Messrs. A. S. Watson and Co., to kindly, if possible, open this Branch for one hour mornings and evenings on Sundays and also to kindly post in the window the times of opening and closing of this Dispensary for all days of the week.

Cycle Riding by Youths.

It was proposed by Captain T. T. Laurenson, and seconded by Mr. T. Arnott, that the Secretary write the Captain Superintendent of Police respecting the danger to pedestrians and to motor and other traffic by reckless cycling of youths in Kowloon, frequently on the wrong sides of the roads.

New Members.

Messrs. J. J. Cameron and J. Gibson, proposed by Mr. T. Arnott and seconded by Mr. C. F. Mendham, were unanimously elected members of the Association.

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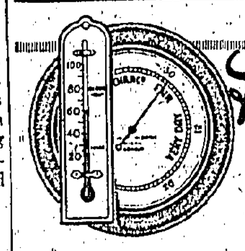

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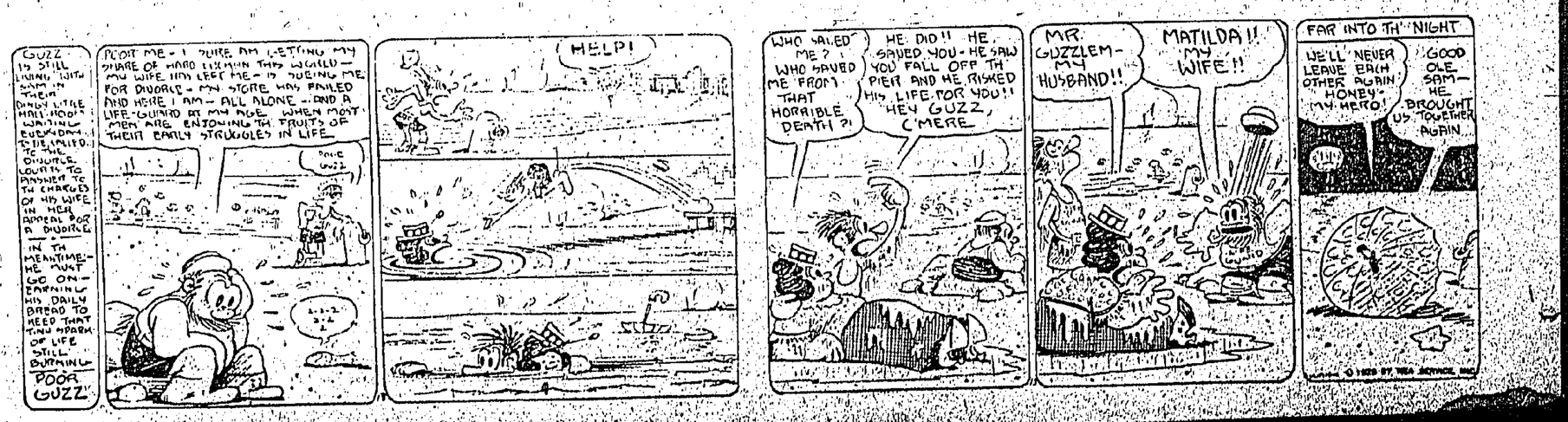

WHEN THE DAY WORK IS DONE—

there is no stimulant to equal a DON and soda. It throws of the depression due to the climate, and fills one with the necessary vigour, with no unpleasant after effects.

JUST TO-DAY—when you feel fagged out—try a DON and soda, You will appreciate the excellence of this mellow, aged, pre-war favourite.

At your Club or Store.

N. S. MOSES & Co., Ltd.

Agents.

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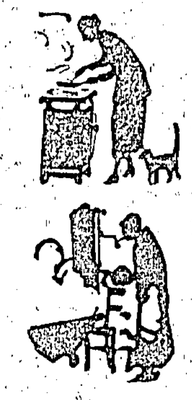
LIGHTING



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HEATING

It's Best!

HONGKONG & CHINA GAS CO., LTD.

FIRE PROTECTION

Is your house provided for in case of **FIRE**?

If not, you should lose no time in installing the simple, economical and **SURE** safe guard:—

FOAMITE-FIREFOAM

Full Particulars from—

THE UNITED ASBESTOS ORIENTAL AGENCY LTD.

2, Queen's Bldgs.

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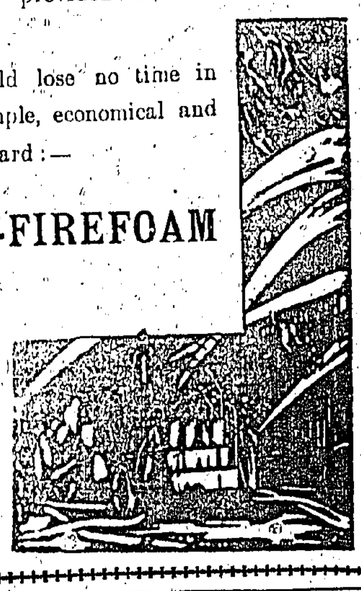


FOREIGN CONSULS INSULTED.

EXTRAORDINARY CHINESE OFFICIAL CIRCULAR.

A Strong Protest.

Peking, October 9.—M. Oudendijk handed the following Note to Shun Jui-lin to-day, dated October 9: "I feel obliged in the name of the diplomatic representatives of the Powers whose Consular officials in China are invested with jurisdiction over their nationals, to draw your Excellency's most serious attention to a circular order, No. 618, issued on 27th August by the Ministry for Justice, and which was published in the *Government Gazette* on 26th September.

"In this order it is said:

"If cause be sought for the Shanghai affair, which violated the canons of humanity, and the subsequent incidents at Hankow and Shamen, it will be found. These occurrences all have their root in the evil of Consular jurisdiction. That the slayer shall die is a principle common to Chinese and Foreign ideas, but those Foreign Consuls who possess judical power are open to corruption and the consequence is that foreigners who kill or wound Chinese not only go unpunished but are shielded in every way, which amounts to a premium being put on murder.

"Unless therefore jurisdiction over these foreigners be recovered the situation will be fraught with untold dangers."

"It seems almost inconceivable that a high authority of any Government would countenance the use of such highly insulting language with regard to officials of friendly powers, and the above-mentioned diplomatic representatives feel constrained not only to protest most emphatically against these utterances but also to give expression to their painful surprise that the Ministry for Justice has seen fit on the eve of an enquiry into the question of extra-territoriality in China, to give evidence of a disposition to cave the Chinese ear upon such gross misrepresentations and reflections upon the integrity of the Consular representatives of the friendly Powers.

"I avail, etc."

WEDDING.

BROWN-KELLUM.

A pretty wedding was solemnised at Union Church, Kennedy Road, yesterday, when Miss Nancy Flowers Kellum, daughter of Mr. and Mrs. A. D. Kellum, of Norfolk, Virginia, who only arrived in the Colony that morning, was married to Lieut. Warren Brown, of the Supply Corps attached to the U. S. S. Sacramento, the son of the late Mr. and Mrs. Brown, of Portland, Maine.

Dressed in a charming gown of pink crepe de chine with gold girdle and gold hat, the bride, who was given away by Mr. Lynn Franklin, the American Consul, was attended by Mrs. F. H. Sadler, wife of Capt. F. H. Sadler, commanding the U. S. S. Sacramento, as Matron of Honour.

The interesting ceremony, which was performed by the Rev. J. Horace Johnston, was witnessed by many wives of the American naval officers now resident in Hongkong.

THE COLONY'S WATER SUPPLY.

A SATISFACTORY REPORT.

The Dry Season Approaching.

The monthly water return, made up to October 1st, is to hand, and shows a total of 1,801.43 million gallons in storage, as compared with 1,910.72 for the corresponding month of last year. Tytam Tuk contains three-quarters of the supply, there being no less than 1,372.18 million gallons there, which is about 23,000,000 more than a year ago. Tytam, however, which is the next largest reservoir, shows a considerable decrease. In 1924 there were 292.30 million gallons in storage, but this has now fallen to 171.06 million gallons. The other four reservoirs on the island remain at very much the same figures as a year ago.

Despite the fact that there has been a full supply in all rider main districts during September this year whilst last year there was only an intermittant supply in rider main districts West of Eastern Street, the consumption of water has decreased, this probably being due to the fact that owing the strike the inhabitants of the Colony are now considerably less than a year ago. The consumption in September this year was 255.53 million gallons, against 280.58 million gallons. The Water Authority has shown an estimated increase in the population of about 10,000, a figure that is very much open to question in view of the large strike exodus. The consumption per head per day is given as 21.5 gallons, against 24.3 gallons.

Kowloon is better off than a year ago, thanks to the Shek Lai Pui reservoir, which is now under construction and which contains 89.46 million gallons. There are also 342.97 million gallons in the Kowloon reservoir, the total storage therefore being 432.43 million gallons. Last year the figures were 374.00 million gallons.

The consumption has been 73.39 million gallons against 79.95 million gallons, and the consumption per head per day is given as 16 gallons. Last year it was two gallons more. There was a full supply in all districts during September 1924 and 1925.

The rainfall up to September 30th is given as 83.10 inches as compared with 88.77 inches for the first nine months of last year. We are now entering the dry season.

OBITUARY.

DR. T. COLBURN.

The death occurred very suddenly yesterday of Dr. T. Colburn, who for some time past has been a resident of the Kowloon Hotel.

Dr. Colburn, who is an American citizen, was advanced in years. He was found in bed by his secretary who went to his room as usual to work. The doctor was lying back peacefully and had evidently passed away in his sleep.

Dr. Colburn was understood to be engaged on a book of a scientific nature which his secretary, Dr. Obendorfer, was assisting with. He had been a resident in the Kowloon Hotel for about a year.

It is understood that the funeral will not take place in Hongkong but that the body will be embalmed and taken back to the United States.

SUBSCRIPTION GRIFFINS.

EIGHT MORE ARRIVE.

Result of Drawing.

Eight more griffins for the Hongkong Jockey Club arrived yesterday, and were drawn for at the Jockey Club Stables last evening. They were brought down on the s.s. Lee Sang, and when paraded at the Stables looked quite a promising lot.

This is the second batch to come down, making sixteen altogether.

There was quite a number of members present when the drawing took place, including Mr. H. Birkett (Steward), Mr. G. K. Hall Brutton (Starter) and Mr. Patterson (Hon. Clerk of the Course.) Mrs. T. E. Pearce and Mrs. Griffin drew the ponies and the names respectively. Mr. H. Penn, whose name was the first to be drawn, secured a very nice looking chestnut, whilst Messrs. A. E. S. Alves and Co. were successful in obtaining a promising grey. The result of the draw was as under:

Mr. H. Penn	Ches.
Mrs. Hartford	Iron grey.
Mr. D. G. M. Bernard	Dark grey.
Messrs. A. E. S. Alves and Co.	Grey.
Mr. Nemazee	Ches.
Mr. Harold Seth	Ches. mare.
Sir Paul Chater	Red roan.

STEAMER AND FISHING BOAT COLLIDE.

MARINE COURT OF ENQUIRY.

There was a Marine Court of Enquiry, presided over by Lieut.-Commander Hole, R.N., the Harbour Master, at the Harbour Office yesterday afternoon into the circumstances attending the recent collision of the Blue Funnel s.s. Talthybius with a fishing junk.

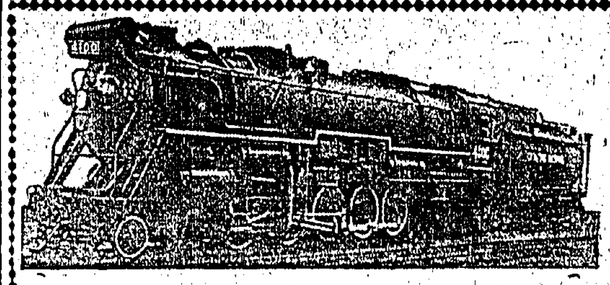
Mr. G. G. N. Tinson, of Messrs. Johnson, Stokes and Master, represented the Captain of the Talthybius, whilst Mr. C. A. S. Russ, solicitor, appeared on behalf of the junk master.

The first witness called was Capt. Lloyd, who commanded the Talthybius, who said that at 3 o'clock on the morning of August 23rd when in the vicinity of Waglan he was proceeding South, one and a half miles, when he gave the order hard to port. While the vessel was swinging round on the port helm, he observed the sail of a junk under the port bow. The junk showed no light and he stopped the engine, the boat at the time going at a speed from eight and a half to nine knots. He let the vessel swing, hoping to avoid a collision. At the same time another junk appeared close on the starboard bow, but he thought they got by safely as on looking round neither appeared to have suffered any damage. He proceeded into harbour.

Evidence was also given by the Chief Officer J. Watson and Second Officer L. F. Marsland, corroborating the Captain's statement.

Li Chi, the master of the junk, stated that the Talthybius struck the junk with her bow and cut the stern clean away. Three children were missing, but the other members of the crew managed to get into a sampan which appeared upon the scene and were saved.

The enquiry was adjourned until 10 o'clock this morning when further Chinese witnesses will be called.



TRAVEL via CANADA.

THE NEW AND DIFFERENT ROUTE OF

CANADIAN NATIONAL RAILWAYS.

Daily trains Vancouver to Montreal. Finest Rocky Mountain Scenery in North America viewed in daylight from trains.

All trains equipped with latest improvements for comfort and safety.

Radio service on route—Observation Cars.

Dining Car service of highest standard with moderate charges.

Bookings arranged on all Steamship Lines.

Descriptive booklets and complete information gladly supplied.

ASIATIC BLDG. Queen's Rd. C. C.N.R. TELEPHONE C.2004

ANCHOR BRAND

PURE MANILA ROPE

"THE CORDAGE YOU CAN TRUST"

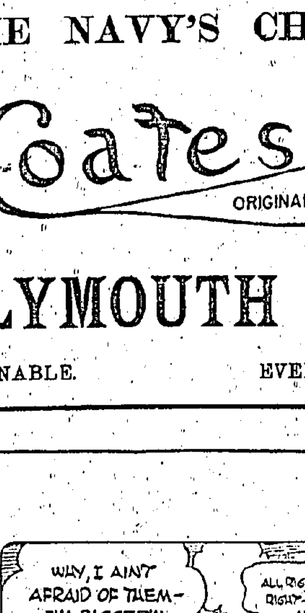
ESTABLISHED 1854

MARINE ROPE

TRANSMISSION OF POWER ROPE

CABLE LAID HAWSERS

WELL DRILLING CABLES.



ROPES OF ALL SIZES FOR ALL PURPOSES

MADE FROM PURE MANILA HEMP

MANUFACTURED BY THE MOST MODERN MACHINERY.

MANILA

STOCKS ON HAND OF ALL SIZES. ENQUIRIES SOLICITED.

FACTORIES:—MANILA P.I.
HONGKONG OFFICE:—KING'S BUILDING.
Telephone Central 3165.

THE NAVY'S CHOICE

Coates' ORIGINAL

PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

JUST TRY

Milkmaid BRAND

EVAPORATED MILK

IT WILL PLEASE YOU.

FRECKLE S AND HIS FRIENDS — Where Size Doesn't Count — By Blosser

NEW ADVERTISEMENTS.

ADVERTISE YOUR WANTS IN

THE HONGKONG TELEGRAPH which is

THE EVENING NEWSPAPER WITH THE LARGEST CIRCULATION

25 WORDS FOR ONE DOLLAR PREPAID

$1.50 if not prepaid.

Advertisers should note that replies must be called for at this office.

GIVE THESE COLUMNS AN OPPORTUNITY TO ASSIST YOU.

The following replies are awaiting collection:—
Nos. 1366, 1375, 1314, 1320, 1384 1376 1385 1392.

POSITIONS WANTED.

EXPERIECED ACCOUNTANT, BRITISHER, is open for engagement. Excellent references. Write Box 1389 c/o "Hongkong Telegraph."

WANTED.

INCOM wanted by a European in a Chinese or Portuguese family. Rent must be moderate. Apply Box. 1393 c/o "Hongkong Telegraph."

PREMISES TO LET.

TO LET. — Portion of Third Floor of Stephen's Building. Suitable for Two Large Offices or several smaller ones. Well lighted Apply DEACONS, Prince's Building.

GODOWN TO LET, in Alexandra Buildings. Apply Secretary A. S. Watson & Co., Limited.

TO LET—One European flat, Wanchai Gap Road, Hongkong. Apply to 32 Kennedy Road.

ONE about March 1926 whole flat or spacious suite of offices in the "French Building" ex "Victoria Building," No. 5 Queen's Road Central (between Chartered Bank and Mercantile Bank.)

Apply to: Banque de l'Indochine Chater Road,

To Let:— Two newly constructed European houses, Magazine Gap, Motor Road, three flats, three large rooms each with kitchen. servants' quarters and bath room, fitted with flush system. Garages provided. Immediate possession. Apply Sang Kee, New Bank Building.

NOTICE.

As from the 25th August, 1925, MR. JOHN ROBERTSON ceased to be a PARTNER in our firm.

W. A. HANNIBAL & CO.,
Hongkong and Canton.
Hongkong, Oct. 4, 1925.

BANK HOLIDAY.

In accordance with Ordinance No. 5 of 1912, the Exchange Banks will be closed for the transaction of Public Business on Monday, the 12th October, 1925.

Hongkong, October 7, 1925.

NOTICE.

HONGKONG JOCKEY CLUB.

The Sixth Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday October 10th and Monday October 12th 1925.

The First Bell will be rung at 2.45 p.m. each day.

The charge for admission to the Public Enclosure will be $1.

Soldiers and Sailors in uniform half price.

Members are advised that they must show their Season Tickets to obtain admission to the Members' Enclosure.

Each member has the right of introducing 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at $5.00 each day up to Friday October 9th. The Stewards invite the ladies of Hongkong to be present.

MISCELLANEOUS.

We have investors interested in sound shares at favourable rates. Offers invited by Telephone C.4630 or in writing to Small Investors, 10, Des Voeux Road.

HONGKONG JOCKEY CLUB.

Notice is hereby given that the date of the last Extra Race Meeting of the Season advertised for the 5th day of December 1925 will be held on **28th November** next instead.

By Order,
H. GREENWOOD,
Acting Secretary.

CRAIGENGOWER CRICKET CLUB

Members' Subscription Dance.

Members are reminded that the opening dance of the season takes place at the Club House on Saturday, 10th inst.

R. BASA
Hon. Secretary.

INSURANCE OFFICES

NOTICE.

GENERAL HOLIDAY

Notice is hereby given that all Fire and Marine Insurance Offices will be closed for the transaction of public business on Monday, the 12th October, 1925.

By Order,
JOWE, BINGHAM & MATTHEWS.
Secretaries.

THE FIRE INSURANCE ASSOCIATION OF HONGKONG.
THE MARINE INSURANCE ASSOCIATION OF HONGKONG & CANTON.
8th October, 1925.

FOR THE ORPHANS AND THE BLIND.

A CHEAP SALE OF WORK
will be opened at the
FRENCH CONVENT,
CAUSEWAY BAY,
at 10 a.m.
on
WEDNESDAY, 14th OCTOBER
by Mrs. H. W. BIRD.

Large quantities of Linen Embroidery Work and Woollen Articles, suitable for Christmas presents for friends at Home.

Cheap Woollen and Linen Articles for Babies.

A special feature will be a number of French Dolls in fancy dress.

RAFFLES. SWEET STALLS.
REFRESHMENTS.

INSTITUTION FOR THE BLIND.

KOWLOON CITY ROAD,

20 min from Star Ferry by Kowloon City Bus.

Come and buy our hand-knitted Coats, Sweaters, Jumpers, Shawls, Scarves, Socks and all kinds of Children's Woollies,
Latest styles in "Fair Isle" and plain and fancy Jumpes.

Orders taken for knitting in wool or silk

K. BESWICK, Supt.
Telephone K. 101.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on THURSDAY,
the 15th. October
commencing at 2.30 p.m.
at their Sales Room, Duddell Street

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE,
comprising:—

Chesterfield Couch and Chairs, Book Cases, Glass Cabinet, Silver Cabinet, Teak Desks with Brass Railing, Filing Cabinet, Teak and Leather Covered Revolving Chair, Teak Chairs, Teak Show Cases, Card Table, Pictures, Oil Paintings, Brass Ornaments, Curios, Bronze Ware, New Carpets, etc., etc.,

Teak Dining Table, Teak Chairs, Teak Sideboard with Bevelled Mirror, Teak Dinner Waggon, Dinner Service, E. P. Ware, Glass Ware, Cutlery, Milk Boilers, Teak Ice Chest, Tea Sets, etc., etc.,

Teak and Iron Single and Double Bedsteads with Spring Mattresses and Mattresses, Teak Chest of Drawers, Teak Dressing Table with Bevelled Mirror, Teak Single and Double Wardrobes with Bevelled Mirrors, Teak Medicine Chest. Teak Stand, Toilet Sets, Counterpanes, Bed Spreads, Pillow Cases, Chair Covers, Pillows, etc., etc.,

and

A Selection of Canton Blackwood Ware

and

4 Austrian Iron Safes,
1 Cottage Piano by John Robinson & Sons, London,
1 Twin Barrelled Shot Gun in Case,
5 Enamelled Baths,
1 Shanghai Bath,
3 Perambulators,
1 No. 2 Gecophone Crystal Set (Practically New)
1 "Commerce" Crytal Set and 1 Pair Phones,
2 Pairs Headphones,
2 Typewriters,

Catalogues will be issued
On View from Wdnesday, the 14th. October, 1925
Terms:—Cash on Delivery

LAMMERT BROS.,
Auctioneers.
Hongkong October 10, 1925.

MASSAGE

Mr. N. AKAJI.
Mrs. E. AKAJI.
Graduate of Tokyo Massage School
No. 23, WYNDHAM STREET,
HONGKONG. TEL. C.4395

CHURCH NOTICE.

St. Andrew's Church Nathan Rd., Kowloon, 8.15 a.m. Holy Communion. 11 a.m. Morning Prayer During the service there will be a special Dedication of Sunday School Teachers. Preacher, The Lord Bishop. 2.45 p.m. Sunday School. 3 p.m. Bible Classes. 6 p.m. Evening Prayer and Sermon.

A. S. WATSON & Co., Ltd.

NOTICE.

On Monday, 12th. October, 1925, all departments will be CLOSED.

The Hongkong Dispensary, Dispensing Department, will be open for dispensing prescriptions from 10 a.m. to 1 p.m. and from 6 p.m. to 7.30 p.m.

A. S. Watson & Co., Ltd.
Hongkong, 10th October, 1925.

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LIMITED.

Notice to Shareholders.

THE TWENTY-NINTH ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, 24th October, 1925, at noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1925.

THE TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 24th October, 1925, both days inclusive.

By Order,
M. MANUK,
Secretary.
Hongkong, October 8, 1925.

Lammert Bros.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction on
Friday, the 16th October, 1925 commencing at 5.15 p.m.
at their Sales Room, Duddell Street,

A VALUABLE COLLECTION OF POSTAGE STAMPS.
(Full Particulars from Catalogue)
On View from Thursday, the 15th. October 1925.
Terms:—Cash on Delivery

LAMMERT BROS.,
Auctioneers.

THE AUCTIONEERING & BROKERING Co., Ltd.

8b, Duddell Street.

FURNITURE AUCTIONS
every
TUESDAY & FRIDAY,
at 2.30 p.m.

By Order of the Supreme Court of Hongkong.

PUBLIC AUCTION.

of the

STEAMSHIP "ANJOU,"

Now lying at Shamshuipo in the Harbour of Hongkong
by
The Auctioneering and Brokering Co., Ltd., at their salesroom, No. 4B Duddell Street.
on
WEDNESDAY, the 14th day of October, 1925,
at
3 o'clock p.m.

For orders to view, apply to the Auctioneering and Brokering Company, Limited.

For further Particulars and Conditions of Sale,

Apply to:—
Messrs. WOO and NASH,
Solicitors,
Nos. 4 & 6 Queen's Road, Central.

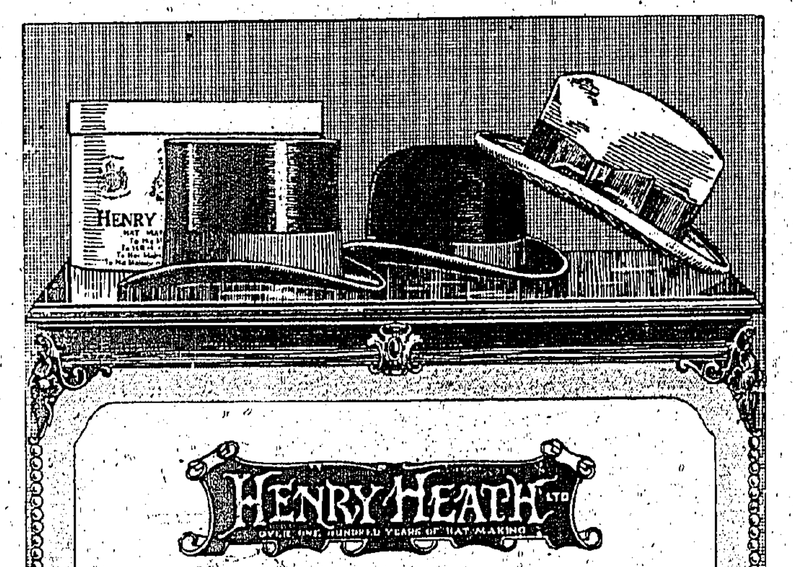
or to:—
The Auctioneering & Brokering Co., Ltd.
No. 4B Duddell Street.
Dated the 30th September, 1925.

The Undersigned have received instructions from the Registrar, Supreme Court to sell by Public Auction in lots the furnitures of W. G. Humphreys & Co.,

on TUESDAY,
the 13th October 1925 at 10.45 a.m. at 67-69A Des Voeux Road Central first floor.
Consisting of:—

Electric lights, Glass cases, Teak stands, Teak shelves, Teak tables, Teak chairs, Teak round table, Bed boards with stools, Rattan chairs, Easy chairs, Wooden cases with stands, Vienna chairs, Teak stands, Long tables, Copying press with stand, Drawing table, Cupboard with mirror, Clothing stand, Long mirror,
also
A large quantity of desks, and Office chairs,
also
7 Typewriters (various kinds) and High class Safes.

Terms:—Cash on delivery.
Auctioneering & Brokering Co., Ltd.
L. E. S. HODGE,
Auctioneer.
Hongkong October 8, 1925.



HATS.

Durability and Style are the outstanding qualities of the Henry Heath Hats we are now showing—qualities which are the result of skill and art in manufacture combined with care in the choice of the raw materials, backed up by the experience of "Over a hundred years of Hat-making."

There are colours and shapes to suit all types of physical features and special care has been taken in the selection of our stock of the fashionable SNAP-BRIM HATS.

Mackintosh
& Co. Ltd.
MEN'S WEAR
SPECIALISTS.
Alexandra Bldgs. Hong Kong Des Voeux Road.

COMPANY MERGER.

HONGKONG TUGS AND CHINA PROVIDENT.

[To the Editor, *Hongkong Telegraph*.]

Sir,—There will be a meeting of shareholders of the China Provident Loan and Mortgage Co., Ltd., on the 10th instant to confirm the proposed amalgamation of the above two companies.

We agree that the amalgamation is mutually advantageous to the parties concerned because the Hongkong Tug and Lighter Company Ltd. needs the support of the China Provident Loan and Mortgage Company Limited in order to make it a success whereas the latter owing to the increased volume of business the company is handling needs at present the service of a fleet of Lighters which are provided by the former. The interests of the twain now therefore become interdependent and it is only natural that the amalgamation is proposed, which we hope shall be effected.

But the terms of the amalgamation as set forth in the circular issued by the General Managers of The China Provident Loan and Mortgage Company Limited on the 14th day of September, 1925, are not fair and equitable to the China Provident. We want no advantages and certainly no disadvantage. Particularly we feel that the China Provident of which we are shareholders should in no way be undermined.

The proposals in respect of the amalgamation are:

(1) That The China Provident Loan and Mortgage shall allot three of the $10.00 shares of the Company in respect of five of the $6.00 paid up Shares of the Tug and Lighters.
(2) That the shares thus allotted shall rank for Dividend and Bonus from the first day of January 1925 *not 1926*.

These amount to valuing the share of the Hongkong Tug and Lighter Company Limited at par with that of the China Provident Loan and Mortgage Company Limited from the first January 1925.

In order that shareholders may form an opinion as to the equitableness of the terms let us refer to the latest Balance Sheets of the two companies in respect of the following points.

(a) The financial standing of the two companies.
(b) The earning capacity of the two companies.
(c) The goodwill of the two companies.

The Financial Standing of the two Companies.

The balance sheet of the Tug and Lighter of 31st March, 1925, shows:

(1) That they made a Loss amounting to $22,746.88.
(2) That they had no reserve.
(3) That no depreciation was written off in respect of the 23 Lighters and 2 Steam tugs, the Sundry Equipments and office furniture.

The Balance Sheet of the China Provident Loan and Mortgage Company Limited at 31st December, 1924 shows:

(1) That the Reserve of the company now stands at $200,000.00.
(2) That depreciation has been fully provided for.
(3) That the Company on the 31st December, 1924 owned property to the value of $3,884,000.00 which is being used practically to its fullest extent. *It should be noted* that the property mentioned comprises the following.
(1) Blocks of Main Godowns at West Point which as far as can be traced from the Balance Sheets available have been owned by the company since 1909. The cost price thereof is only $443,580.00. There were a few other blocks of Godowns at West Point probably not so well situated which were bought by the company for $412,455.86 at apparently nearly the same time and which were sold in 1921 at a profit of $276,753.75. The remaining Blocks of Godowns in question at West Point now owned by the Co. should have up to now at least appreciated a 100% or more with the improvements and developments made thereon.
(2) Property known as M. L. 282, S. A. M. 180 and pier, M. Lot 181 and 182, R. P. M. Lots 177, 178 Section A. M. L. 179 which were bought by the company in 1922. In the same year, the company bought a piece of property in Kennedy Town known as S. A. I. L. 905 for $275,318.00, which was sold in the year 1924 at a profit of $246,792.90 an appreciation in value of nearly 100%. It should be borne in mind that the Kennedy Town pro- are now under review. It would be therefore exceedingly conservative to estimate the holdings of the Company at 50% above cost price after taking into consideration the great improvements made and the important developments which the company has given to all all their holdings.

The Earning Capacity of the Two Companies.

The Tug and Lighter has up to the 31st March, 1925 made a loss of $22,746.88. This does not speak very favourably for them. To this the following causes may be attributed.

(1) The local Godown Companies, and many other big local concerns have their own lighters and tugs.
(2) The very keen competition of native junks.
(3) The Chinese merchants have not been educated to the use of such lighters as those which are constructed by the Tug Company. The majority of them have yearly contracts with owners of native junks.

It may be safely said that whatever profits the Tug and Lighter Company Limited may have made since their last report are due to the support given them by the China Provident during the *abnormal* period of the *strike when* lighterage was exceptionally high. The Provident Company can do well without the Tugs, but the latter cannot do well without the support of the Providents.

Regarding the China Providents, the earnings have ever been on a rise since its existence. It is a prosperous and growing concern. Moreover the business of the company is, as every one knows, exceptionally good this year. The earnings of the Tugs cannot therefore compare with the Providents. Surely they cannot be placed on the same footing.

Goodwill.

The Hongkong Tug and Lighter Company Limited is only a year old and they have to do a lot before they gain the goodwill of the Public. But the China Provident Loan and Mortgage Company Limited is approaching its 29 years of existence. The business that they have, has been built up by the efforts and many years of hard labour of the management and the staff, and the position that they now attain has been the result of the foresight of the Directors and the General Managers and the goodwill of the customers which they have secured during the last 29 years. Surely in the matter of Goodwill the Tug Company is no equal to the Providents. Looking from the above angles and considering the reserve which the Provident Co. has accumulated the appreciation in the value of their assets, the good business they are doing, the goodwill which they have gained and the prestige and business standing of the Co. which we can be proud of, we do not see why we should amalgamate with the Tug and Lighter on the inequitable terms as proposed in the circular. We cannot see why we should undermine ourselves by ranking our shares at par with the Tugs, and sharing the profits of the Company equally with them from the 1st January, 1925 when up to the 31st March, 1925 they lost the sum of over $22,000.00. The reasons given for accepting the terms appear to be the following:

(1) The China Provident needs a fleet of lighters badly. But why should we accept such inequitable terms? Can't we charter them from the Tug Co? If not, can't we hire them from some other companies, or use junks in the meantime until we build a fleet ourselves to compete with them?
(2) The second reason given is that if the China Provident is to build the same fleet of tug and lighters they will have to pay much more. But that is only problematical. It can be said that if the Tug and Lighter Company were to sell their tugs and lighters now they would not fetch half the price they are asking. One thing that cannot be understood is why we should put an appreciative value on the tugs and lighters, and nothing on our holdings of property, which are much the sounder. We are of opinion therefore that the terms for the proposed amalgamation should be reconsidered on a basis fair both to the China Provident Loan and Mortgage Co., Ltd. and the Tug and Lighters by a committee of the auditors who will have to go thoroughly into the actual worth of the two companies. It appears that a proportion of two Providents to five Tugs with the provision that the new shares shall participate in the profits of the company only from the 1st January, 1926 is more equitable. Yours, &c.

LACTOGEN FOR YOUR BABY

WOMEN'S INTERESTS

LACTOGEN FOR YOUR BABY

The all-lace frock will have an important place in the autumn wardrobe, and will be much more practical than it sounds, for it is made up on the simple lines that are so popular this year. This one adds nothing in the way of trimming, and relies upon the beauty of its design and its colour—which is cornflower blue—for its appeal.

At the right and left are two styles in evening hairdressing designed by P'essl, famous Viennese hairdresser and in the centre is a bob suitable for day wear. The model is Madame Louise herself.

On the stroke of six, when you change from your day to your evening attire, don't forget to change your hair too.

Time was when once a year was often enough to change the colour of our hair. We vibrated, 'tis true from the blonde to the brunette state and then veered off possibly into the henna and autumn shades, but having selected a tint, we stuck by the colours for a season at least.

Today with our quickened pace we needs must change daily. According to Madame Louies, Chicago hair-dresser, who has been studying hair styles in Vienna, about the least we can do and still have sartorial pretentions is to change our hair twice a day.

For morning she recommends a colour that is dark and serviceable —well, if not dark, at least neutral, something on the biege or natural tones that are so popular in suits.

But for evening, let there be light heads to match our gay spirits. By far the best choice for evening is pure white, virginal white—arranged as elaborately as you like. Next to white a fashionable evening hair shade is pure sunshine or pure henna.

For morning you will wear a short bob, waved if you like, but snappy and tailored in appearance. For evening you may have puffs and curls and all the distracting tendrils you like, or even cover your head with feathers, so long as you look alluring.

Perhaps by this time you have surmised, that these lightning changes are accomplished with transformations not with the growth on your own scalp.

Natural hair seems to have gone out of style in Vienna, according to Madame Louise, and is cut quite close so as not to interfere with the smooth fit of a transformation.

BIGGER HANDS FEET.

Careful observers say that the woman of today has larger hands and feet than she had five years ago.

"It is quite true," said the buyer of a large store to a *Daily Chronicle* representative recently.

"After all, isn't it just what might be expected? Woman is living such a strenuous life to-day that muscular developments has made it necessary for her to take bigger sizes in gloves and shoes.

"We notice this particularly in gloves, and since the war it has been most striking. All this tennis, amateur gardening, and rowing on the river are having their effect, and most girls are wearing gloves two sizes larger than they were about five or six years ago.

"The same has happened with shoes, and while the foot has increased in size it has also to be remembered that the very tight fitting shoe is not so much in demand."

Science is prepared to believe what commerce has observed, but has not yet made its own tests.

Sir Arthur Keith, Hunterian Professor at the Royal College of Surgeons, accepts the view that, with increased exertion, woman's hands and feet are larger, but pointed out that to ascertain the the degree of development it would be necessary to have the measurements of say, 100 women of ten years ago and the measurements of to-day.

"With all this increase in exercise," said Sir Arthur, "and the greater amount of walking that is done by women, it is obvious that hands and feet will be developed.

"After all, good, big, shapely hands and feet are better than little hands and feet."

Appliqued designs of brown kasha trim this tan coat which is guiltless of curve or flare and, makes the distance from shoulder to hemline in the straightest possible line.

BEAUTY SECRETS OF FAMOUS BEAUTIES: 6.

BY HARRIET HAMMOND.

MOTION PICTURE ACTRESS.

You have to accept the eyes you were born with, but the lashes that fringe them are of your own making. I know it is impossible to change the expression or shape of the eye, but you can cultivate for yourself those long silky lashes that make any eyes passable.

My stock in trade is a small bottle of sweet almond oil and a small camel's-hair brush. Apply the oil over the eyebrows in a graceful line and across the lashes on the under side.

To make the lashes curl upward appealingly press the lashes back after the oil has been applied. This gets them into the idea of growing that way. Always after oiling the brows brush them carefully as they will have that neat, well-groomed look.

FASHION NOTES.

For afternoon wear pumps of coloured doeskin in pastel colours that exactly match the costume with which they are worn are most appropriate.

Chiffon flowers are very much liked as a trimming for light chiffon frocks.

* * *

The high effect that is gaining popularity in millinery is achieved by means of massed feathers of ribbon loops.

TWO SMART GOWNS.

Two attractive dinner frocks, one of white crepe trimmed with a fringe of seed pearls, and the other of cream shadow lace with rosettes of blue velvet and satin and bunches of [illegible]

FRAGMENTS FROM ANCIENT CHINA.

Some of the most interesting pieces of silk in the world, now on view at the exhibition at the British Museum form part of a wonderful collection of archaeological relics from Eastern Turkestan, Westernmost China and North-Eastern Persia.

Probably the earliest specimens anyone will ever be able to look at, the fragments were once par of the old clothes in which Chinese soldiers, traders and travellers, who died in the track of astrade route from China to Central Asia, were buried.

ROSE-RED AND BLUE.

Thought by Sir Aurel Stein to belong to the First or Second Century A.D., and taken from a grave in the cemetery at Lou-lan, a bag, which might quite well be carried to the theatre with credit by a woman of fashion to-day, is composed of little diamonds of faded rose-red silk of the colour which lines old workboxes, of maze and of blue silk.

A fair-sized piece of the silk of the same period shows a delicious running pattern in soft blues and chestnuts in which drooping flowers like snowdrops figure.

A small piece of sprigged silk, showing birds in flowery trees, dates from the Seventh or Eighth Century.

PASTRY, TOO.

Blurred green and yellow designs suggest that the popular "shadow" cretonnes of late years are in the direct line of descent from these ancient Chinese fabrics.

A little bag of silk, buried with some wanderer from China in the Lou-lan cemetery a century before or after the beginning of the Christian era, is not much more than an inch long, but has little drawer strings from which the remains of tassels dangle.

American women vistors to the British museum recently stood entranced before the case in which was shown well-preserved pastry which had been buried with some Chinese traveller in the seventh century.

Delicate little biscuits, pierced and worked until they looked like filigree buckles, had been prepared to comfort the dead traveller.

YOUTHFUL AND SNAPPY.

This ensemble outfit, is of pearl grey flat crepe trimmed at the bottom of the coat and the dress with picotedged petals made of the silk. The lines are straight and youthful, and the only ornamentation allowed is at the hemline.

THIS WEEK'S RECIPE.

ORANGE STEAMED PUDDING.

Two tablespoons butter. 1 cup stale bread crumbs from soft part of loaf, 1 cup milk, ½ sugar, 1 orange, 3 eggs, ½ teaspoon salt.

Melter butter, add bread crumbs and milk and cook, stirring constantly until thick and smooth. Add sugar and salt and yolks of eggs beaten until thick and lemon coloured. Add grated rind and juice of orange. Beat whites of eggs until stiff and dry on a platter with a wire whisk. Fold into first mixture and turn into a butter mold. Steam 45 minutes and serve with sauce or cream.

FASHIONABLE ITEMS.

For formal evening use there are glistening bags of crystal beads about the size of peas, combined with silver mesh. The effect is dazzling, while another design is silver mesh worked to represent a bead bag.

* * *

There is a craze at the moment to dress a brother and sister of about the same age in matching garments, which give an air of sophisistication. Nothing could be simpler nowadays, with smart little tailored crepe blouses, which look equally well worn with a skirt or trousers.

It comes to the feminine adornment of a frivolous appliqued motif, your son can always preserve his dignity with an initial.

* * *

Any precious, semi-precious or imitation stone, providing it is original enough, has been the desire of the smart woman for months past. She toyed gracefully with every shade of pearl, from seed to those larger than eggs, then she threw them all away, and searched feverishly for strings of wrought gold beads or exquisitely set cabochons.

Now the very latest note of distinction is a collarette, with a bracelet or two to match, each an inch or more in width, while for very sumptuous occasions earrings completing this ensemble may be worn.

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The Telegraph.

SATURDAY, OCTOBER 10, 1925.

THE FOUNT AND ORIGIN.

How many of us have wondered at the outburst of anti-British fury that the Soviet agents succeeded in creating in China, particularly in the south. Was there mere jealousy of Britain's position in the Far East, envy of her possession of the port of Hongkong, or a desire to displace her through business rivalry? One could hardly think that the Russian Bolsheviki would hope to usurp British prospects and prestige, so some other origin for the intense campaign of calumny and invective had to be sought. That the Chinese masses were no more anti-British than anti-foreign was evident, yet the dead set against Britain was too material to be ignored, and could not easily be explained. Soviet Russia envisages Japan and the United States as no less "imperialistic" than Britain, and, if anything, has cause to be bitter at the American Government's continued refusal to countenance the Moscow clique. Various missions to the United Kingdom, seemingly friendly overtures, and trade negotiations, on the part of Russia, had appeared up to only a few months ago to augur well for a chastening of the hostile spirit existing between the two countries. Yet in the midst of these pacific breezes there blew suddenly the fierce gusts of hatred, which fanned the flames of discrimination in China, and hung a whole nation's fostered ill-feeling on the peg of a mill-workers' and students' riot. That the campaign had been carefully planned over a considerable period, and the seeds of disorder most assiduously sown in the receptive soil of half-baked Chinese studentdom and trades unionism, soon became clearly evident. The blood-stained hand of Moscow, appropriately the fount of "Red" doctrine, was easily discerned. And the reason for it all? After a period of conjecture the thinking world is beginning to piece things together, and the new Chinese puzzle is a puzzle no longer. For several weeks there has been emerging a definite pattern out of the early haphazard mixture of values, and the solution is now spelt out in one phrase—Soviet hostility to the Conservative Government of Great Britain.

Intensely chagrined at the failure of the extreme Labour section of Britain in the last General Election, on whose sweeping success the Bolsheviki had counted a great deal, the disciples of Lenin are undoubtedly leaving no stone unturned in their efforts to dislodge the Conservative Government. We see this more and more as the days go by, the forces of Communism attacking the Empire from all directions and in all manner of ways. It is a war of attrition, and its best efforts have latterly been recorded in China, with the principal base at Canton, and the chief objective the outlying post of Hongkong. That the root of the matter lies elsewhere, and that the Far eastern troubles are but a skirmish in the battling between the forces of Moscow Communism and British Conservatism, is being realised already at Home, and the other Powers with Chinese interests are beginning to come together in a greater measure of co-operation against the common foe. So at least we can be thankful that the danger of estrangements is thus considerably lessened.

It is always illuminating to quote the proofs of its motives which Moscow occasionally obligingly broadcasts to the world. By yesterday's mail we received two packets of the propaganda which the Peking agency of the Soviet Government distributes gratis; to the benefit, incidentally, of the Chinese postal revenues, and often to the embarrassment of wastepaper baskets of limited capacity. For some time past, a political employee of the Bolsheviki has been contributing a series of articles on current events, the last to hand dealing with what is termed "the zig-zag of events in China." But when we follow the zig-zaggings of this writer we come again to the fundamental starting-point—a fear-born hatred of the present British Government. Such diatribes as "the British lion has resolved to don the fox's skin; the Imperialists are trying to entice China with a sweet-cake known as the Tariff Conference," can be dismissed at theeir face value, which is *nil*. Having quoted extensively from a neutral comment in "the British Liberal newspaper, the *Manchester Guardian*," the Soviet writer goes on to declare that "the curse of fate hangs on you (Britons) all over China," and concludes with this characteristic, and blasphemous, titbit: "Blame yourself and your own Government, Messieurs British Capitalists. God's truth, we are not to blame for the fact that China (*sic*) prefers to sup with the 'Moscow devil' rather than with the immaculate Cordélias of the Conservative Government of Great Britain." After that, do we need any further exposition of motive? The saner Chinese everywhere must be realising the true state of affairs as well, and sooner or later they will refuse to allow Moscow to use their country as the battlefield, and their people and resources as the ammunition, for its extraneous war on British constitutional principles.

Sources of Revenue.

Many are the streams through which revenue flows into the Colony's coffers—a fact which is made clear by a glance through the draft estimates issued in connection with the Budget. Auctioneers, for example, are expected to contribute $3,600 next year in licence fees, an amount which is double that appearing in the current year's estimates. Billiard table and bowling alley licences arereckoned to yield $500, which is a hundred-dollar increase; whilst the revival of interest in fishing is reflected in the fact that licences under this head are likely to yield $100, as against a more $15 this year. Apparently the Government expects more marriages next year than this, as the fees are put at $1,100 as against $1,000 for the current twelve months. Similarly there is an increase shown in birth and death registration fees. Seemingly the undertaking business must be thriving amongst the Chinese, for an increase in income is expected from the licences which they have to take out. Few people will know that the Government secures revenue from the licensing of waterwheels, yet that is the case, although only a mere $26 is anticipated to be forthcoming from this source. The sale of tickets at Blake Pier yields $600 a year, whilst bathing tickets are estimated to produce $3,500. Last but not least, it should be known that official signatures are worth real money, as they are expected to produce as much as one thousand dollars a month in the coming year. They must have either fallen in value or there will be less of them supplied, for the current year's estimate under this head was $14,500.

DAY BY DAY.

POWER WEAKENETH THE WICKED.—*Tacitus.*

***

The opening rate of the dollar on demand to-day is 2s. 5.1/16d.

***

Tenders are being invited for the provision of a motor bus service between Laichikok and Un Loong.

***

It is notified that the bathing beach at North Point will be closed on and after the evening of Thursday, the 15th instant.

***

His Lordship, the Very Reverend Dom Jose da Costa Nunes, Bishop of Macao, who has been in Hongkong for the past two weeks, returns to his diocese to-day.

***

Shanghai papers report the deaths, on September, 29th of Mrs. F. A. Castro, at the age of 68 years, and on September, 30th of Mrs. J. M. Rodrigues, wife of Mr. J. A. Rodrigues.

***

Remembrance Day is approaching, and to-morrow at the evening service at United Church, Kowloon, the Rev. J. Horace Johnston, B.A., will give some reminiscenes of work at the Front.

***

In the Garrison Tennis League, the R.E. "B" continue their winning career, their latest victory being over the R.A.O.C. by 60 games to 39. They have now registered 17 successive wins in the League.

***

His Excellency the Governor has been pleased to recognise, provisionally and pending the receipt of instructions from the Secretary of State for the Colonies, Mr. Roberto Vallarino as Consul for the Republic of Panama at Hongkong.

***

To-day is the anniversary of the establishment of the Chinese Republic. The occasion has been marked locally by a big display of Chinese flags from business establishments, by men-of-war in port dressing ship and by the firing of a salute at noon.

***

The annual swimming sports for children attending the Garrison Elder Children's School will be held at the V.R.C. Baths, on Thursday, 15th, instant, commencing at 2.30 p.m. Admission is free, and parents, friends and members of the Garrison are invited to attend.

***

Those who enjoy a good laugh should certainly pay a visit to the Queen's Theatre where the latest Harold Lloyd comedy is being screened, entitled "Hot Water." The other items of the programme are of a high order, while mention should be made of the music provided. It is extremely good.

***

Foreigners (says the *Diario de Macau*) are taking a greater interest in Macao almost daily, and one of the latest additions to the commercial activities in Macao is the establishment by Messrs Remedios and Mylo of an office in Rua Central under the style of architects and civil engineers being prepared to undertake constructional engineering of all descriptions.

***

It is understood, though nothing has yet been stated officially, that the Singapore Harbour Board has come to an agreement with the P. and O. Company, Mr. G. W. A. Trimmer, the Chairman, now at Home, having negotiated directly with Lord Inchcape, for the purchase of the P. and O. Wharf and property at Teluk Blanga, Singapore, for £300,000, with delivery in a comparatively short time. The P. and O. property was acquired about 1859, before the Suez Canal was opened. For many years a wooden wharf sufficed for the small vessels of these days. The present wharf, with its mooring dolphins, is the creation of the last quarter of a century.

As I write, the Imperial Society of Dance Teachers is in session in London, and I fear this betokens that I shall have to learn a new dance this next winter. Last time the Society sat in London they decreed that we had to learn that Five-Step, a complicated measure to acquire which took me six months, working eight hours a day, at a cost of some thousands of pounds. Now, I suppose, I shall have to unlearn that and learn the Seventeen-Step or the Fifty-Nine Step-steps in which only a centipede could ever aspire to become really proficient within the limits of an ordinary lifetime.

This reminds me that some years ago I invented the No-Step—a delightfully easy and restful dance which consisted of trundling your partner as quickly as possible to the nearest wall, propping her up against it, and leaving her there while you repaired to the buffet and consumed a long yellow drink with a lump of ice in it. Men I know who have tried it now dance nothing else, but for some reason which I cannot fathom it has never become really popular with the ladies.

* * *

POEMS FOR THE PETS.

(A series of moral verses for juvenile readers).

A very greedy boy was Sam;
He stole his mother's strawberry jam.
Pot after pot he'd put away,
Until at last there came a day
When Sam, who'd eaten rather more
Than usual, turned right into straw!
A careless servant dropped a match
And set alight this human thatch.
So, pets, don't steal Ma's strawberry jam
And turn your little tums to tinder;
But bear in mind how greedy Sam
Sinned, and straightway became a cinder.

* * *

An English tourist, I regret to read, has been detected passing spurious coin in a Scottish hotel. It's that kind of rotten trick that's calculated to make Caledonia still more stern and wild.

* * *

Among "Sea-Bathing Hints" in the columns of a contemporary I read a piece of very sound advice: "Never enter the water on a full stomach."

Just listen to this. I am very shortsighted, and without my glasses my sight is (to put it mildly) somewhat unreliable. Taking my daily dip last year at Mudflat-on-the-Ooze, being at that time quite ignorant of the foregoing "hint", I groped my way to the end of the beach plunge-board and

dived gracefully into the sea..... The owner of the full stomach I entered the water on was quite annoyed about it, and though I apologised to him in several different positions he was not really placated until I asked him how a man of his build managed to keep his waist-line down.

* * *

"Steps are to be taken (says the current number of the Forestry Journal) to rid Epping Forest of its plague of mosquitoes." Personally I think that a sounder plan would be to leave the steps at home and take fly-papers instead.

* * *

A resident of the suburb which I adorn has written to our local paper stating that after a recent thunderstorm he found three dead cats in his garden. I am curious to know why he wrote a letter about it, but if it's legal advice he wants, I can tell him authoritatively that if the corpses are not claimed within thirty days he is entitled to keep them.

* * *

TO MY SEASIDE FIANCEE WHO RETURNS HOME TO-DAY.

Good-bye, sweet maid! Within my heart I'll tether
Ever fond thoughts of you.
There'll never come a Time such as you and I have spent together——
(At least, I don't expect another till next summer),
Daily as happy lovers did we go on!
Happy, rememb'ring what the old, old song says
Re "gath'ring roses while we may," and so on.
Yet knowing we were only plain seaside Finances.
So you must go! And, though the parting grieve me,
With your intention Ill not try to reason.
I would but have you know before you leave me
That you're the only girl I've ever loved—
This season.
Now from your lips crave I, your fond, distraught knight,
One parting kiss to close this hour supernal,
Whereby we'll know our love for one brief fortnight
To all intents and purposes has been Eternal!

* * *

MOULDY MARTHA, THE MACCLESFIELD MURDERESS: OR, SHOULD THE GREENGROCER TELL?

CHAPTER III.

Fortunately Connie Corncrake was a girl with a level head (some people would even have called it flat), and through bewildered by the mysterious events in which she had become involved, there was no sign of panic fire about her as she once more resumed her journey to her hotel.

Only a factory girl! Yet Connie was made of the stuff which has made Englishwomen what they are to-day (or worse.)

But as she walked hunger began to assail her, for it was long past her usual hour for dining; and so, as she reached a fish-and-chips cafe, she yielded to the claims of her inner woman and entered. An orchestra was playing soft music in a balcony; the tables were lit with sudded, rosy lights; and a fragrant odour of rock salmon frying in castor oil greeted her nostrils as she selected a seat and tolled the bell for the waiter.

What was her surprise, however, upon unfolding her serviette, to find therein a telegram addressed to her! She tore it open and read;

"Avoid the rock salmon. It is drugged. Heinrich Schmidt, the Scotch waiter, is trustworthy. Give him the secret sign. Another Unknown Friend."

Connie was still puzzling over this extraordinary missive when a slight cough caused her to look up. A waiter in a swallow-tail and kilts stood at her elbow. He must be the Scotch waiter, thought Connie.

"Are you Heinrich Schmidt?" she asked, in a whisper.

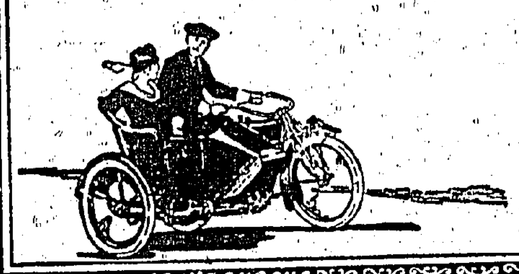
The man nodded. "Then," said Connie, as, observing his bare knees and thighs, a bright idea struck her, "here is the secret sign!"

And she handed him the pair of pants she had acquired in Chapter II.

FOOTBALL.

The following will represent St. Joseph's College versus Kowloon 2nd XI to-day:—J. Silva; J. Maher and T. Leonard; MacGraan, H. Lim and J. Holm; Hachuma, Omar, Tai Yu-ai, A. Blanco and L. Blanco.

Two lots of Crown land are being sold at the P. W. D. offices on the 26th, instant. The first is Shaukiwan Inland Lot 536, comprising 1,240 square feet, the upset price being a dollar a foot. The other lot is R.B.L. 298, situate at Mount Cameron. This comprises about 40,000 square feet and the upset price is $5,300.



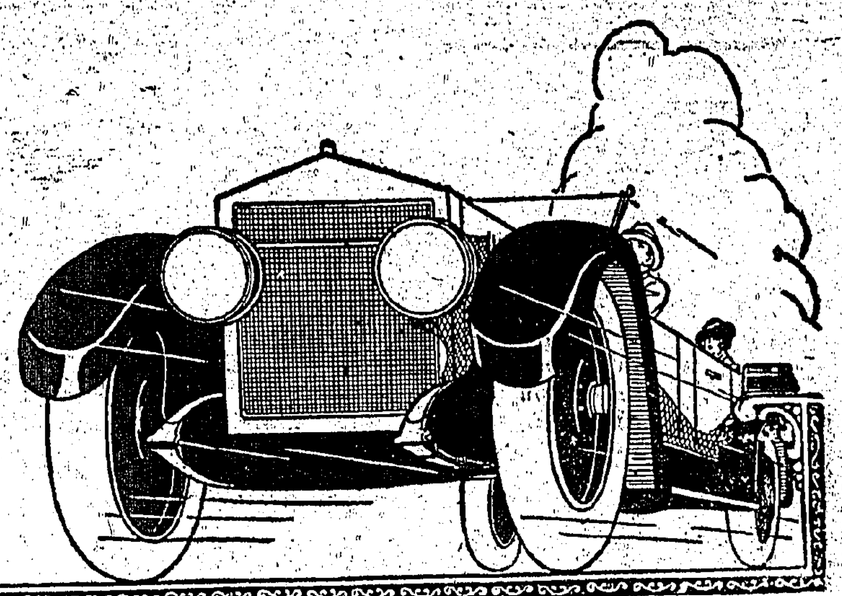
MOTORING
SUPPLEMENT

OF

THE HONGKONG TELEGRAPH.

SATURDAY, 10th. October, 1925.

(Being the Official Organ of the Hongkong Automobile Association).



CURRENT COMMENT

Commonsense Taxing.

The specially contributed article by "Logician" elsewhere in this issue deals effectively with a suggestion which appeared in a contemporary recently that motor taxation should be on the horse-power basis. Good roads are essential for the motorist's comfort, and are also a very great factor in keeping down his repair bills, and it is therefore only fair that there should be an equitable basis whereby motor vehicle owners contribute to the upkeep of roads. As "Logician" points out, the h.p. basis is not equitable, and the particular ratio of charges as put forward by the author of the *Daily Press* suggestion in question, is not only inequitable, but absurd in the extreme. Even the present weight basis fails to distribute roads upkeep costs according to the use the motorist may make of the road. Some owners of heavy or high horse-powered cars use their cars but a few hours per week, (and it has to be remembered, incidentally, that a heavy touring car, by virtue of its scientific construction, does not injure road surface nearly as much as a light weight goods truck carelessly driven) and yet an 'Owner Driver" suggests that they should *each* provide the same amount of revenue as would be provided by *fifteen taxis which are in constant use for the greater part of the day!* Such a suggestion is mainfestly absurd, and, of course, cannot be taken seriously.

Fair Distribution.

There is much to be said in favour of a tax on petrol, because there appears to be no other method of distributing the cost of road upkeep according to the use each individual driver may make of the roads. In some parts of the world this manner of taxation has already proved successful; and, by the last mail, we notice that in the United States it is proposed to increase the present tax on gasoline and to eliminate the annual automobile tax, making only a nominal charge for registration and the provision of number plates. This procedure, it is pointed out, will do away with the annual rush for renewal of licence, thus saving a vast amount of work. Furthermore, the car owner will only pay *while his car is using the road*, and not for the weeks or months it may be idle in his garage. Obviously, the man with the high-horse powered car pays more, because he gets less miles to the gallon than does his neighbour who only uses a light machine. That is equitable. By the same process of reasoning, public hire vehicles contribute a greater amount to the revenue for the simple reason that they make greater use of the road. We can see only one objection to such a scheme, and that is where lorries fitted with solid tyres do unquestionably damage the road surface to a greater extent than the same type of vehicle fitted with pneumatic tyres. Such an objection is easily overcome by the imposition of a special tax applicable to solid-tyred vehicles. With the rumoured alteration in the Colony's motor licensing laws, we do suggest that the Government makes a careful investigation of the petrol tax suggestion, believing that such investigation would conclusively support the contention that such a method is fair to all.

Know Your Car.

We are glad to be able to state, commencing from to-day, an interesting series of motoring articles will appear weekly in this supplement. Some few weeks ago, we published a letter from a local motorist who suggested that there are many who would welcome some articles which explained in simple language, the intricacies of the automobile. For our ability to accede to this request, we are greatly indebted to Mr. P. W. F. Mills, who has kindly agreed to write a series of explanatory articles. The first of these which appears on page 5 is "by way of preface," and we consider ourselves extremely fortunate in being able to publish such instructive items from the pen of a writer who knows his subject thoroughly.

Road Hogs.

We have heard a great deal recently about the dangerous driving of some motorists in Hongkong. Scarcely a day passes but what motor cars can be seen speeding in congested districts, or, in outlying districts, examples are given of how to totally disregard the rule of the road. Only the other evening a local motorist narrowly escaped disaster on account of the criminal disregard for safety of a driver who swept round a blind curve on the wrong side of the road coming down from the Peak. Our informant stated that it was only by jamming his brakes down that the offending driver managed to miss a collision. Unfortunately he had disappeared round the bend before note of the number could be made.

An Immoral Act.

It is possible, of course, to punish persons who drive to the danger of the public. But there is no regulation which can abolish immorality, and to drive a car recklessly and badly is emphatically an immoral act. It is not necessarily mere speed which constitutes the danger, but speed in the wrong places—ignorance of, or indifference to, the rules of the road. With the increasing number of motor vehicles in the Colony, the matter is one which calls for firm action on the part of our Traffic Department, and we trust that some outstanding examples will be made of a few of these drivers who so richly deserve punishment.

Unfit Drivers.

Referring to our comment last week concerning physical disability of drivers, it is surprising that present licensing laws do not cover the important question of the physical fitness of the individual who seeks permission to drive a car. Quite an outcry has arisen at home on account of many accidents this year where drivers have been involved who have been shown to be totally unfit to handle a car. It is however, some consolation to know that the authorities are at last moving in the matter, and that drastic ammendments will be made embodying regulations covering the point.

Hongkong's Concern.

Here in Hongkong it would appear necessary to formulate a standard test through which all *present* drivers and future applicants for driving licenses should pass. We are quite aware that it would take some time to give effect to such a regulation, but nevertheless, on the ground of public safety, any such legislation would be well worth the initial trouble. Defective eyesight is quite common in the East, especially amongst the native population, and the thought of a driver being so handicapped is one which must receive serious consideration with a view to providing against such a risk.

Public hire Vehicles.

Especially in regard to public hire vehicles should a standard physical test be imposed. Take the case of a motor bus carrying from twelve to twenty-five passengers. It is not an exaggeration to say that the lives of the passengers are in hands of the driver, who, should he be physically unfit, may be the cause of an accident resulting in loss of life or serious injury. A driver who knows his disability is not likely to make it known when his means of making a living may be at stake, although he is unquestionably at fault. The greater measure of blame and even responsibility rests with the laxity of the law which allows him to jeopardise the lives of the public. There is no possible excuse for granting licenses to the physically unfit.

Small Cars in Hongkong.

The number of small cars is rapidly increasing in the Colony, which fact, taking the hills into consideration, further enhances the reputation of British manufacturers of this particular class of vehicle. The sturdy little "Austin Seven" is very much in evidence, and "Morris Cars" are also proving popular. The latest arrival—the 10-26 h.p. "Singer" has quickly made a name for itself, owners being most favourably impressed with the flexibility of the engine and the general excellence of the product of this well-known factory. Although the first "Singers" arrived here at a time when business and conditions generally were at a very low ebb, no less than seven have taken the road already.

CORRESPONDENCE.

[To the Editor of the *Hongkong Telegraph.*]

Sir,—The letter you published in Saturday's Motor Section from "Anxious," pleading for the lowering of the age at which motor licenses can be obtained, raises a question which should be dealt with by the Government. There are many young men who would like to enjoy a motor cycle but who are not allowed to do so because they are not yet eighteen. That seems very wrong, because pedal bicycles are useless here owing to the hills and climate. Every young man does not want to travel at great speed, but he would like to be able to ride a motor bicycle. Some motor bicycles cannot travel faster than 35 miles an hour, such as "Nera-cars." They are quite safe, and girls of 14 are allowed to ride them in England. Why not boys of say 15 or 16 here? Thank you for helping in this matter.

Yours etc.
NORMAN.

Sir,—The article you recently published on the question of a Signal Code for motor drivers, should certainly be followed up. The other day I had the unpleasant experience of driving behind a European driver who although merely crawling along, failed to take any notice of my presence, as indicated by constant horn-blowing, and who would not condescend to give me the signal to pass. Possibly he did not know that there was one, or equally possible he was deaf. In any case, there should be definite instructions attached to every driver's licence in the matter of a signal code. Several exist and it only remains for our Traffic Department to decide on something definite.

Yours etc.
L. M. S.

MOTOR TAX.

THE EQUITABLE SYSTEM

REPLY TO "OWNER DRIVER."

The motor expert of *The Hongkong Daily Press* who contributed an article to that paper on Monday last above the pen-name of "An Owner Driver" must, surely, be the owner of the smallest possible make of car and a biassed and *ex parte* enthusiast on behalf of small cars in general. In the first part of his article he moans very loudly about the big cars being the real menace to the Colony's motoring. He complains that the big cars block the roads, and that they are less easily controlled than the small light cars for, say, four passengers. "Owner Driver" gives himself away so obviously that he can only blame himself if others see through the speciousness of the argument—if his vapourings can be dignified by the tiltle of "argument."

It is when "Owner Driver" comes on to the question of taxation, however, that he becomes most interesting as a disseminator of bad thinking. He, in this year of grace one thousand nine hundred and twenty-five, has the brilliance to suggest that we in Hongkong should adopt the English method of taxation, i.e., that based on horse-power. Let him ask any thinking motorist and he will be informed that the horse-power basis is the most pernicious and ridiculous system that has been applied anywhere and that there have been many serious attempts made at Home to get it altered. In any case "Owner Driver" is wrong on his facts as regards Hongkong, where the tax is levied on a weight basis. He says that tiny little cars, like perambulators, pay $16 per year tax and that "a huge seven-seater limousine pays only $24 a year." That is not true. Seven-seater limousines weigh over 30 cwt. and pay $48 per year, although it is quite true that all such cars as the Ford, Dodge, Chevrolet, Overland, Light Studebaker, Essex, and those of that class pay $24 per year. It can safely be said that about 85 per cent. of the Colony's cars come under the $24 per year scale, that a few (comparatively) come under the $16 scale and that all the heavy cars, such as seven-seaters, come under the $48 scale. Now, if "Owner Driver" argued that cars had to bear a fixed amount per horse-power per annum in tax he would not be quite so idiotic as he is when he contends that there should be a graduated charge per horse-power, *increasing as the horse-power is greater.* He would have anything under 12 h.p. pay $1 per horse-power, and this would include all such cars as Austin sevens, Rover Eights, Morris 11-9's and so on. All cars between 12 h.p. and 20 h.p should be argues, pay $2 per horse-power, so that a car of 19 h.p. would pay $38 per year as against $14 by an Austen. That doesn't seem quite fair, but he would have all cars over 20 h.p. and under 30 h.p. pay *five* dollars per year per horse-power. Thus a Ford (which is just about 24 h.p.) would have to pay $120 per year tax, whilst other cars of a nearly approximate horse-power (and they predominate) would have to pay similarly high and ridiculous sums just for the privilege of going on the roads and totally irrespective of the miles run. Where is the justice or logic of it? When "Owner Driver" suggests that a car over 30 h.p. should pay $15 per horse-power per year he becomes nothing if not frightfully enthusiastic. Fancy paying $525 in taxation every year for a 35 h.p. car before having run a single mile? All ye who sit in little runabouts of under 12 h.p. and gaze enviously at the higher powered vehicle, please rise up and slay this "Owner Driver" who so wantonly throws away the perfectly good case you have to pay less in proportion than you do now.

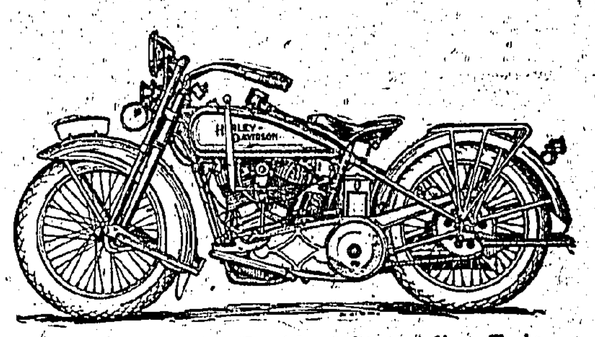
The Home method, let alone "Owner Driver's" is so bad that if there is any truth in the rumours going around this Colony to the effect that it is Government's intention to change the basis here to one of horse-power then there will be a great and almost unanimous outcry against any such proposal. The present method is much better, but it is not the best method because it is not the fairest. The only fair way of taxing motor traffic to help pay for the upkeep of the roads is to tax motor Fuel. The heavy cars and motor buses (which inflict much wear and tear on roads as compared to light cars) will then bear their fair proportion according to the number of miles they run; the owner of a low-priced car who uses it only on week-ends for pleasure will then only have to pay his fair proportion as against the owner of a precisely similar vehicle who uses it all the week; and the owner of a light runabout which does about 40 or 50 miles to the gallon will pay his fair amount, also. Owners of similar cars are rarely equal users—one man will run 1,000 miles per month and another man only about 200. If they paid their tax through their petrol consumption there would be equity. The high horse-power, heavy cars which have high petrol consumption would pay their proportion, and so would the big motor trucks and lorries and buses. The ideal arrangement would be for a small flat nominal charge to be made for the registration of any motor vehicle, whether it be an Austen or a 40/60 h.p. Rolls-Royce, or a motor truck. Make the registration just a matter of formality for the sake of identification and the issuance of number plates, and levy the tax for road-upkeep through the medium of motor fuel, because there would, thereby, be introduced the spirit of equity into the motor taxation system.

In closing, let me point out that the leading motor writers of the United States are all clamouring for a revision of motor taxation in that country and that the tax on fuel finds almost universal favour with them. In England, too, those who have studied the question most are keen advocates of the petrol tax. If Hongkong is going to revise its motor taxation system at all, let it be in accord with the best thought of the times and based on principles of justice, not on the arguments of the thoughtless.—"LOGICIAN."

NOT SO VERY DRY.

949 REVOCATIONS FOR DRUNKENNESS IN NEW YORK.

Figures just to hand from New York show that motorists, at any rate, do not wholheartedly support Prohibition, for during ten months ending August 21st. last no less than 949 motor car drivers lost their licences on account of drunkenness whilst at the wheel 97 were deprived of their licenses for reckless driving, 96 for speeding, 67 for driving away after serious accidents, 40 were under age, 68 made false statements, 142 for being unauthorised taxi drivers. There were 3740 suspensions for less serious offences against the traffic laws.



The 1926 Harley-Davidson Stream-line Twin, Featuring 16 Important Improvements.

Arrived per S.S. "Empress of Asia"

Will you be the lucky one to have the first 1926 out on the road? Come and let me demonstrate this wonderful machine, with all the latest improvements.

Kindly book your order now at the Gascon Motor Co., No. 2, Kwong Wah Road, Kowloon (opposite The Steam Laundry) as only a limited number have arrived.

ALWAYS IN STOCK

Latest-Harley-Davidson Motorcycles, Combinations and Spare Parts.

Telephone K. 1242

Repairs on all makes of Motorcycles.

THE GASCON MOTOR COMPANY.

Mobiloil

Make the chart your guide

Some people do not easily learn their lesson. It requires some time for them to develop themselves into quality buyers. They switch from one low-grade lubricant to another, each time thinking they can dodge paying QUALITY'S price and yet enjoy complete satisfaction in the service desired.

Cheap oil is not made to satisfy in service. It enables the user merely to get by—and then only provided that he is willing to put up with inconvenience, aggravation and various petty hard-ships. If the buyer would be as particular in checking up on the ability of the lubricant to live up to his expectations in service as he in selecting the lubricant at the lowest possible price, he would save for himself a vast sum of money.

Cheapness penalizes not only one's satisfaction in the use of lubricating oil, but from an investment standpoint of view, it is *extremely* expensive; for, as a rule, the requirement for replacement of worn out bearings and other expensive metal is much more frequent than is the case with a quality product. The very purpose of quality is to give the utmost service, delivered in a manner that makes it a pleasure to use quality and enable this type of service to continue over the longest possible period.

Cheap does not *always* refer to price. An oil may be high-priced but cheap in that it lasts longer—is more durable—gives greater mileage to a gallon of benzine and liminates unnecessary repairs, thereby adding years of service to your car.

There are "cheap" oils being sold at the same price asked for Gargoyle Mobiloil but these so-called lubricants lack quality and cannot give service. The seasons they are sold at the price asked for Gargoyle Mobiloil is simply in order to hoodwink the public into believing that they are as good as Gargoyle Mobiloil.

It cannot be denied that Gargoyle Mobiloil is the very finest motorcar engine lubricant obtainable at any price. The fact that the demand for Gargoyle Mobiloil has almost doubled within the past eighteen months speaks volumes in support of our statement regarding its quality.

Make out Recommendation Chart your Guide when selecting the grade best suited for the lubrication of your particular make of engine.

VACUUM OIL CO.

Leadership- and why

Graham Brothers impressive advance to first position in the 1½ ton truck field, and second in the 1 ton and the 1½ ton field combined—during the first quarter of 1925—is explained by four vital reasons.

1. Distinct price advantage.
2. Pronounced quality advantage.
3. Dodge Brothers engine.
4. Substantial character of Dodge Brothers dealer organization.

Ordinary logic demands that these facts received your immediate consideration if you have any need whatever for a truck.

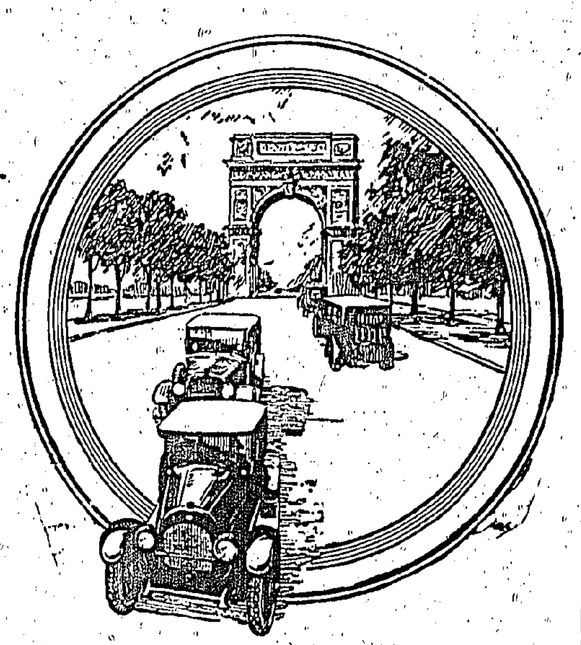
	U. S. Cy.
1-TON CHASSIS:	
BB 130" W. B.	$1,095
1½-TON CHASSIS:	
CB 140" W. B.	$1,285
KB 158" W. B.	$1,330
MBM 140" W. B	$1 345
LBM 158" W. B.	$1,395
PASSENGER BUS CHASSIS:	
YB 158" W. B.	$1,600

THE DRAGON MOTOR CAR CO. LTD.
33, WONG NEI CHUNG ROAD HAPPY VALLEY

GRAHAM BROTHERS TRUCKS

SOLD BY DODGE BROTHERS DEALERS EVERYWHERE

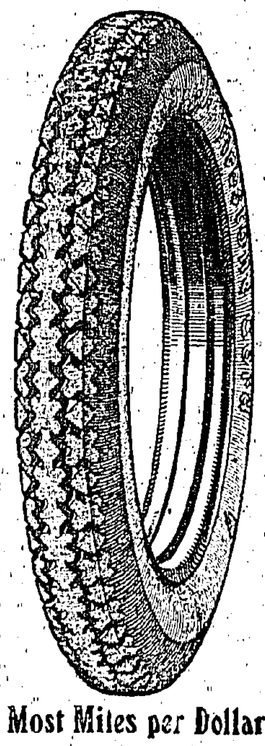
MADE AT DETROIT AND AT ONTARIO, CANADA.



A NAME CAR-OWNERS TRUST.

IN every line of business achievement there is one name which stands for quality—always indentified in the buyer's mind with the best of its kind. In the tyre field the name, Firestone, bears this relation to the others. It is the name which experienced motorists immediately think of when exceptional quality is desired.

Firestone Tyres give the topmost limit of strong, dependable service, with added values in comfort, safety and appearance.



Most Miles per Dollar

THE DRAGON MOTOR CAR CO., LTD.
33 Wong Nei Chung Road, (Happy Valley).....Central 1246 or 1247.

Firestone

TYRE PROBLEM.

PNEUMATIC TYRES ON DOUBLE-DECKERS.

Motor Transport advocates that pneumatic tyres be allowed on double-deck omnibuses, and points out that, provided always that the maximum axle-load is within the capacity of the tyres, they are perfectly safe. Experience has so far shown that pneumatics can be entirely satisfactory with axle loads up to 5½ tons, which afford an ample margin over and above the axle loads on a double-decked omnibus.

"HARRYING" OR DRIVING?

THE SINGER SALOON.

The prospective purchaser of a small saloon car is frequently somewhat fearful that with such a body the engine will be overloaded, and that as a result he himself will be put to the trouble of an abnormal amount of gear-changing, and will have to be continuously "harrying" rather than driving the car.

No such fears need disturb the owner of a 10—26 h.p. Singer saloon, a model which has become extremely popular with motorists who want the luxury of a closed car at small expense. The long stroke and overhead valves provide ample power, and the car is an excellent hill climber, at the same time giving the very economical petrol consumption of 35-40 m.p.g.

The saloon body, fitted with four doors, has most attractive lines and enjoys the merit of weighing but little more than the touring car. It is very well lighted by six side windows and an oval glass at the rear, two of the side windows being operated by winding handles. Pneumatic upholstery is used throughout, and contributes largely to the absence of fatigue experienced by the car's occupants after a long run, though good springs and balloon tyres also do their share.

A luggage grid of great strength and reasonable dimensions is very neatly housed at the rear underneath the body, being drawn out and fixed in position when required for use. The Rotax lighting set comprises five lamps which give an excellent light, while the starter is vigorous in action, though not by any means noisy.

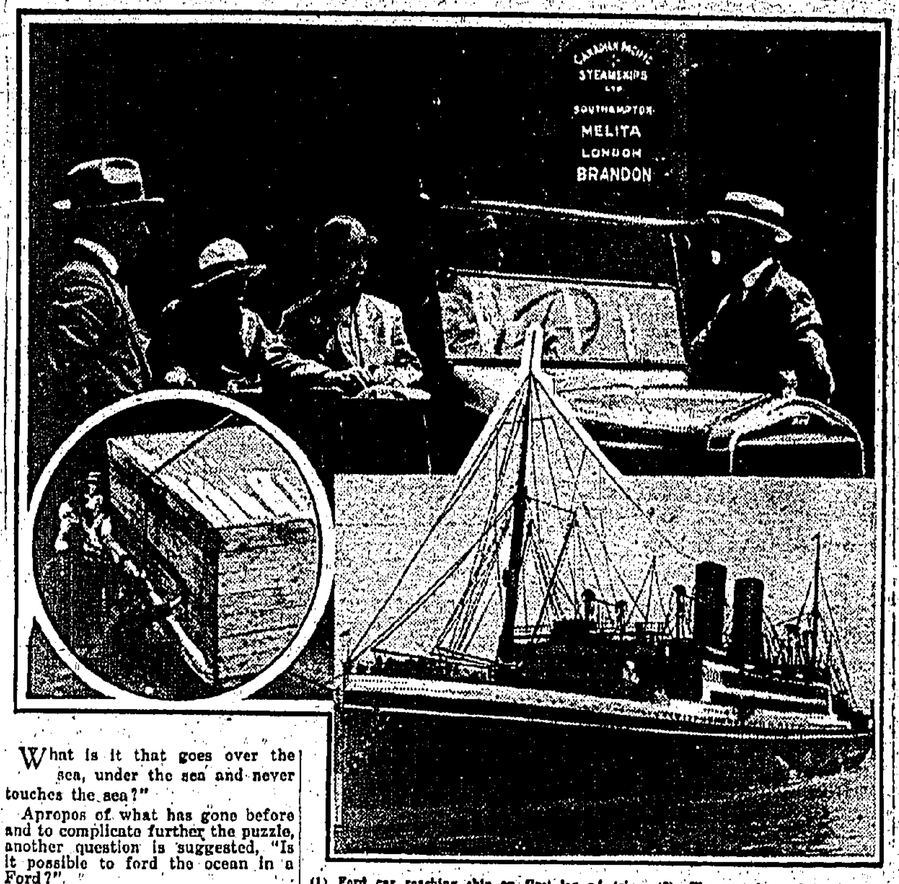
A NEW 3½ H.P A.J.S.

For some considerable time now Messrs. A. J. Stevens & Co. (1914), Ltd., of Graiseley House, Wolverhampton, England, have been experimenting with a new machine in the 500-c.c. class. There is sure to be a great demand for this model when it is available, and overseas riders will be well-advised to make early application to the agents in their district regarding delivery. It is expected that some of these machines will be available towards the end of August or the beginning of September.

The machine is, of course, of A. J. S. design and manufacture throughout, and is of the overhead valve type. The bore and stroke of the engine are 84 mm. X. 90 m.m., 498 c.c. capacity. It is fitted with an aluminium piston, double roller bearing big end. The valve-lifter is entirely enclosed. The gearbox is of special design, incorporating an improved clutch operation. Transmission is by all chain, with an improved shock absorber. Front forks of the "Druid" pattern, manufactured by the A. J. S. themselves under licence. Rebound dampers are fitted. The rear wheel is of the usual A. J. S. quick-detachable type, and internal expanding brakes are fitted to both front and rear wheels. 700 X 80 m.m. tyres are fitted and the ground clearance is 5½in. The general appearance of the machine is most attractive, and it is anticipated that there will be a very big demand for this model. Speeds up to 80 m.p.h. are attainable with a standard machine.

COMMON SENSE
TAKES GUESS OUT
OF DRIVING

To Ford The Ocean In A Ford



(1) Ford car reaching ship on first leg of trip. (2) The crated car being swung aboard ship. (3) Canadian Pacific Liner Melita which carried the car.

What is it that goes over the sea, under the sea and never touches the sea?"

Apropos of what has gone before and to complicate further the puzzle, another question is suggested, "Is it possible to ford the ocean in a Ford?"

The correct answer to the second query is: "Yes and no."

And now, "Let there be light!" The thing that goes over the sea, under the sea and never touches the sea, is—no, not an egg in a duck's stomach, but a Ford car in the hold of the S.S. "Melita."

So that, in a way, it is possible to ford the ocean in a Ford, and the principals concerned in the performance of this unusual feat are the family Fox, Mr. and Mrs. C. J. and small daughter, Miss Josephine, the S.S. "Melita" and the Atlantic ocean. The family are from Parkstone, England; the S.S. "Melita" is a Canadian Pacific liner plying between Antwerp, Southampton, Cherbourg and Montreal; and the Atlantic is, of course, where everyone suspects it is.

It seems that the Foxes, after motoring all over the British Isles, not once but several times, since they covered 17,000 miles all told, and we too are all told that Great Britain and Ireland could be fitted into a small corner of one of our larger provinces, though we find it somewhat difficult to relay that information to a Britisher. Anyway, to get on with the story, this English family conceived the happy idea of conquering other lands in their veteran car, and keeping their triumphs within the Empire, chose the Dominion of Canada as an aid to victory.

Half way across the broad Atlantic the news of the impending landing was wirelessed to Canadian Pacific headquarters in Montreal. That company immediately got in touch with the Ford Motor Company, of Canada, Limited, of Ford, Ontario, and when the ship docked special representatives of the car company were on hand to meet the invaders. A small army of Ford mechanics quickly assembled the car, the customs men were dealt with, a license procured and the 3,000 mile trek across continent from Montreal to Vancouver begun all in the same morning. Their routing will be north to Ottawa and on to Winnipeg via North Bay. From Winnipeg to the coast they do not anticipate any difficulties, as they are confident that their car will overcome the best and the worst in the way of mountain roads that the Rockies can offer.

Their advance will be considerably facilitated by favors from the car company. Letters to Ford dealers clear across the continent have been given them. Repairs and incidentals will be supplied gratuitously and detailed directions thrust on them. All because they happen to be the first party from across the water to bring their own Ford to tour in. We wonder if we would have the same luck if we landed in England with our Daimler or Sunbeam. We are not certain for nothing is quite certain of course, but we have a fair idea.

CARS FOR OVERSEAS.

WHAT SPECIAL FEATURES ARE NECESSARY.

It is, of course, impossible to lay down a hard and fast rule as to exactly what type of car is the nearest to ideal for overseas use. The opinions of experts differ and so do the requirements of various districts, but to some extent at least one is able to generalise.

Obviously, ample power is necessary, and so are good brakes and efficient springing. As regards the outline of design, however, the most important feature is undoubtedly wheel track, which, in many districts, ought to be exactly or very nearly 4 ft. 8 in. There are many areas in which any reasonable wheel track is perfectly efficient, but there are others in which the above stipulation is a first essential.

Next, perhaps, comes ground clearance, though the importance of a very great clearance is sometimes exaggerated. A clearance of somewhere about 10 in. is ample under nearly all circumstances, and less is very often quite sufficient. Where the roads or tracks are so bad that a 10-in. clearance ceases to be safe, it is probable that the same criticism will apply to a clearance of 12 or even 14 in.

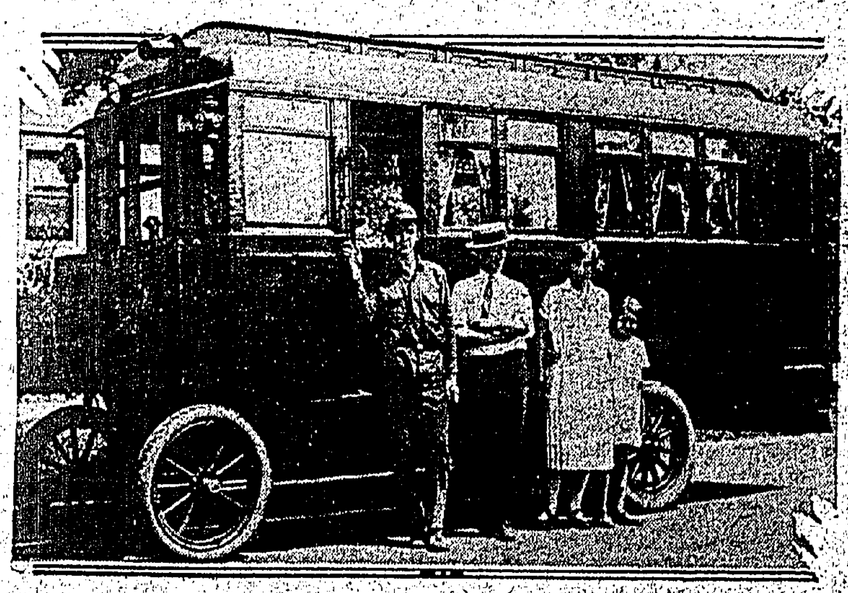
Reverting to the matter of engine power, it follows that the worse the roads the greater the power that is required. Where hills are steep, approaches bad, and water splashes frequently encountered in the valleys, a good reserve of power is particularly useful, because the ascent of the hill has to be begun at slow speed, and if once one is compelled to get down to a low gear the whole hill has to be climbed slowly.

As regards these three main points, namely, power, wheel track and clearance, the majority of British vehicles some years ago were not all that one would have wished. Nowadays, however the great majority of British manufacturers cater specifically for the overseas markets, and in this year's show at Olympia there will certainly be more models conforming to general overseas requirements than have ever been seen in any previous exhibition.

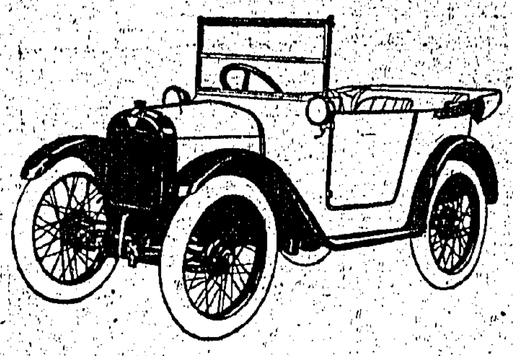
SPRINGLESS CAR.

The little English car, called Gnome, has no springs, yet is said to be as flexible in movement as any other car. It weighs only 450 pounds. Its one-cylinder engine is at the rear and is air cooled. It sells for $365.

EVERY TOURIST TO HIS TASTE!



There's no accounting for tastes—in automobiles as in anything else. Here is a type of "home" rigged up to be dragged about the country on wheels and accommodate a family of tourists. It's a railway car family bus made up of railroad scraps at a total cost of $82.50. A. L. Campbell, Chicago salvage man, built it with the help of his son. His son, Campbell, his wife and daughter are shown alongside the car.



AUSTIN "7" owners in India and Borneo, Singapore Venezuela all with the same story of perfect satisfaction. Buying one is convincing and operation of one is less than Ricksha fare. It cost 10 cents from the Post Office to Supreme Court by ricksha, the **AUSTIN "7"** cost one cent.

Alex. Ross & Co., (China) Ltd.

BANK OF CHINA BUILDING, HONGKONG.

Economy

is simply another term for

SHELL

The regular use of Shell Motor Spirit and Lubricating Oils results in a marked reduction in running costs.

THE ASIATIC PETROLEUM CO. (SOUTH CHINA) LTD.

(INCORPORATED IN GREAT BRITAIN)

Stuck!

Yes - - stuck. And why? Because this truck was not given the expert care which every hard working machine MUST have, if it is to give maximum service.

Don't wait till YOUR truck breaks down before deciding to come here for really efficient motor service. DECIDE NOW.

The Dragon Motor Car Co., Ltd.

Expert and Constant European Supervision.

Telephone C. 1926 or 1247.

MECCA FOR MOTORISTS.

Nova Scotia, surrounded by leaping ocean tides, has become a Mecca for summer tourists. Here mellow sunshine, ozone from the sea, and balsam from the pine forests are blended in the soft fresh air.

"The Land of Evangeline" with its historic scenery, its excellent roads, its good accommodations, and many interesting sights, one of which is the tides of the Bay of Fundy, is attracting tourists in large numbers.

Last year motor tourists in 10,000 cars enjoyed the many attractions of Nova Scotia. This year the number may be doubled.

This interesting old province has nearly 200 miles of splendid roads, half of them following the superb scenery of the historic coast.

Nova Scotia roads and connecting links in Canada to United States cities, are gravel or macadam. Where detours are necessary the detour roads are well-kept.

The distance from Boston by road, over Maine's fine highways and through the beautiful valleys of New Brunswick, is only 773 miles.

Many motorists taking steamers from Boston and New York. They can have their car transported with them, and then all Nova Scotia is a playground which they can explore at will in their autos.

There are many comfortable hotels, inns, hospitable farmhouses, and eighteen tourist motor camps where accommodation can be found.

MOTOR CAR AS HERO

"FELIX THE CAR."

In "By Car to India". (Hutchinson: 7s. 6d., just published), the spirited account which Major Forbes-Leith has written of his journey from Leeds to Quetta on the North-West Indian Frontier, there is little doubt that the car is the hero of the story.

The gallant major and his two companions had many moving adventures in the 8,500 miles they covered, but the performances of "Felix II.," as the car was named formed the real centre of the story. It is, in fact, a truly astonishing account of what can be accomplished in an ordinary touring car, provided it is a good one, stongly and soundly built; for "Felix II." was only an ordinary Wolseley touring car of colonial pattern, bought through a dealer in the usual way, and without any special preparation other than the fitting of an extra petrol tank.

The route taken to Belgrade was an orthodox one, but immediately on entering the Balkans difficulties commenced. The scars of war were everywhere in evidence in the form of damaged roads and broken bridges, and even worse conditions were encountered when Constantinople had been passed, and Asia Minor was being negotiated. Terrific landslides were encountered, and many times the intrepid party had to take to river beds.

Including the cinema and camp equipment, the load on the car was 850 lb., exclusive of the Major and his two companions, whose total weight was 36 stone—a very heavy burden indeed for a car of 16 h.p. Precaution was taken to dump spare parts at Constantinople, Baghdad, and Teheran, but the fact that there was no cause to draw upon these is a striking testimony to the soundness of British cars in general, and the Wolsely in particular.

The story is told in straightforward soldierly fashion, relieved by many touches of quiet humour, and is intensely interesting to any motorist who has ever adventured, or dreamed of adventuring, off the beaten track. The strenuous nature of the journey is summed up briefly by Major Forbes-Leith in his concluding chapter.

"From Italy to North Persia, roads, in the true meaning of the word, were practically non-existent. We had covered, in ninety-six running days, a total distance of 8,527 miles, 3,000 of which were entirely void of any kind of road. For 1,500 miles we had travelled on waterless desert, 100 miles on bottomless sand, and for 249 miles we had bumped over railway sleepers. Yet our total bill for spares was £2 17s., and we had only two punctures.

"As for Felix, dear old friend and prince of cars, well done! As I write now, in comfort in London, with every convenience that civilisation can give, I would gladly exchange all to hold your wheel, and bump again with you over hill and plain and rock and sleeper. We asked a lot of you, Felix—often too much—but you never let us down."

ONE-ARMED MOTORIST.

FAILURE TO STOP AFTER COLLISION.

Joseph Sidney Cheal, postman, of Lakes-road, Keston, was summoned at Greenwich for driving a motor-car negligently at Brombley-road, Catford, and for failing to stop after an accident. Mr. Sanders prosecuted, and Mr. Waddy was counsel for the defence.

Mr. Sanders said that after a collision defendant was found to have only one arm. He now wore a false left arm, but on his car he had to take his right hand off the steering wheel to use the brake or hooter, and this probably accounted for erratic driving which was noticed. It was at least doubtful if a man with one arm should be allowed to drive a car at all.

The Magistrate: He had only one arm! Surely it stands to reason that a man with one arm is totally and absolutely unfit to drive a car. Shocking!

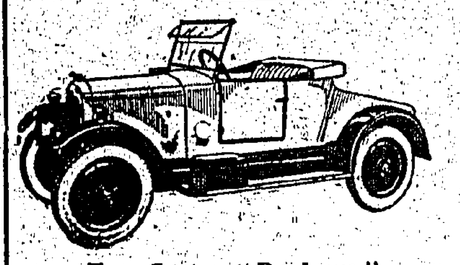
Defendant was fined 40s. on the first summons and £5 on the second, with five guineas costs, and disqualified from driving for twelve months.

SINGER

BRITISH THROUGHOUT

SATISFACTION — ECONOMY

(35/40 Miles per Gallon)



Twe Seater "De Luxe"

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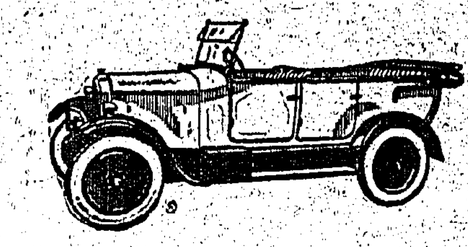

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10–26 H.P. Four Cylinder. Overhead Valve Engine, Complete with every refinement including DUNLOP CORD BALLOON TYRES AND PNEUMATIC UPHOLSTERY.

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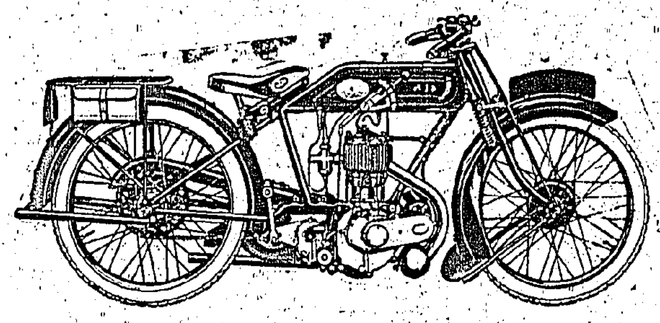

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You will never know till you ride one. There are five Models to choose from:

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The fittest survive!

The fittest survive! Neither men nor machines, if they are unfit, can long withstand the crushing strain of an exacting existence.

Buick Valve-in-Head motor cars are built on principles that were established when the motor car industry started, and that these cars survived without change in their fundamentals is convincing proof that they are constructed on basic principles that are correct. In the making of Buicks there has been no yearly shifting from one set of engineering and manufacturing principles to an entirely different set. The Buick Valve-in Head principle was right in the beginning, and it has been right ever since. Each passing year finds this great principle more firmly and securely established in the estimation of the motoring public.

The Valve-in-Head principle is the great reason for the survival of Buick motor cars. If this principle had not been correct, Buick, too, would have found it necessary to jump from one kind of engine to another in a ceaseless effort to find something that would stand the grilling work a motor car is called upon to do.

The Buick has survived every test that more than a million and a quarter users could devise in the most exacting conditions of worldwide service. There could be no better proof that Buick is the fittest among motor cars.

VALVE-IN-HEAD MOTOR CARS

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TRIUMPH "P"

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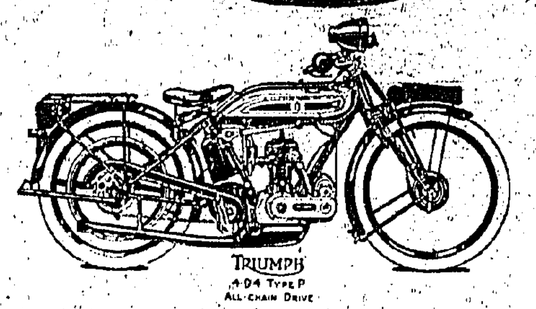

It is only When you know the, **TRIUMPH** that you realise that it is the most wonderful value in the Motorcycle world.

C.I.F. **£59:5:0**

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"INFANTILE" MOTOR DRIVING SAWS.

MAGISTRATE & LICENSES FOR THE UNFIT.

"At present the law concerning the issue of motor-licenses is absolutely infantile," declared Mr. Ratcliffe Cousins, the West London magistrate.

"The merest tyro, without the slightest experience or the least capacity, and in many cases with physical disabilities, is allowed to drive a motor vehicle, to the danger of his Majesty's subjects.

"The time must rapidly come when all persons will have to pass an examination as to their competence and their physical ability before they are allowed to drive motor vehicles in the streets.

"I consider it negligence on the part of an individual to take command of a vehicle when he knows he suffers from disability which he does not disclose to the public. The Courts will have to take serious notice of such cases so long as a motorist is not obliged to pass an examination of fitness."

MOTOR DRIVING PROBLEMS.

LEARN TO SIGNAL, AND DO SO TIMELY.

(By H. Massac Buist in the *Observer*.)

Every road-user should learn the recognised signals and give them in sufficient time to enable his fellows to profit by that information. Far too many drivers who signal their intentions do so at the actual moment they are making the given manoeuvre, when, perchance, other users of the road may not have their eye on the driver's hand, there being other things to engage attention; instance the crossing of roads to be undertaken at the very moment a leading driver elects to make tardy signal of his intention. Late signalling is no dependable assistance to other road-users. Indeed, delayed signalling is as likely a source of danger as no signalling at all. It is particularly desirable, too, that owners having cars with efficient brakes, flexible engines, or the gears of which are changed easily, and which should, therefore, be used to the maximum, should give ampler warning than most of their intention to change their method of handling the car. Probably most other vehicles on the road will not be equally flexible.

THE OTHER CAR.

It follows that drivers having relatively inflexible engines should not drive up to the limit of other cars they see on the road. The size and diameters of the brakes of every vehicle encountered should be considered by the driver to the end that when following he may form a true idea whether he can pull up with equal promptitude, or would dash into the back of a given vehicle particularly one fitted with four wheel brakes. That is why every driver should make a constant study of features of design of every type of motor vehicle, including lorries, that he may learn to recognise each type instantly as it is encountered, and to form an accurate judgment as to its controllabity. That is a work that is never ending, because new-style designs are coming on the market almost monthly. Incidentally, it proves very interesting to the individual who takes sufficient trouble to undertake the task, because it will give him information that will enable him to form true standards of judgment when appraising his own or other people's car performances.

Broadly, far too much attention is given by car buyers nowadays to coachwork and "eyewash" in the guise of "gadgets," and fitments, also colour schemes, and far too little to engine and chassis, the supposition being that as an engineer's or, at any rate, a mechanic's job. It is true that the individual buyer need be neither. But that does not mean that he need know nothing about motor cars, nor that the gaining of such knowledge is beyond his capacity. No man, or woman, who lacks it can be a fully qualified driver. And the test is something more difficult than the mere recognition of radiator shapes.

BALLON TYRES ON SMALL CARS.

This time last year the average motorist was looking forward to making acquaintance with the ballen tyre in service; to-day he can look back on that experience. We all remember what was claimed, also what we expected. What have we got?

In trying more than fifty makes of cars of all powers, sizes and prices a year, it is my habit to note carefully the performances of ballon tyres in connection with different loads, speeds, systems of suspension, and steering schemes, some of the pneumatics being of the straight-sided sort, others of the beaded-edge type.

The first and last impression I have is that, if the steering of the car is re-designed for the purpose of accommodating such tyres, if the car is of a small type, and the suspension system has been at fault, or the engine balance really bad, then the gains of using a balloon tyre more than outweigh the disadvantages, because one does not notice the disadvantages in the course of enjoying the gains.

The gains in some cases has been so obvious that the post-show demands of salesmen of rival products have led manufacturers to alter their policies at the last moment and to fit balloon tyres in a great many cases wherein there has been no redesigning of the steering details. In such cases the results are undesirable. But in judging the balloon tyre we must be very careful not to count this in any way against it. In such cases the tyre is not being used in the way in which it is intended to be used. Under this head come those types of small cars which are listed either with normal tyres or with balloon tyres at the option of the buyer, because such vehicles are not listed with two designs of steering.

ANOTHER DEAF AND DUMB DRIVER.

LICENSE SUSPENDED AFTER SIX YEARS.

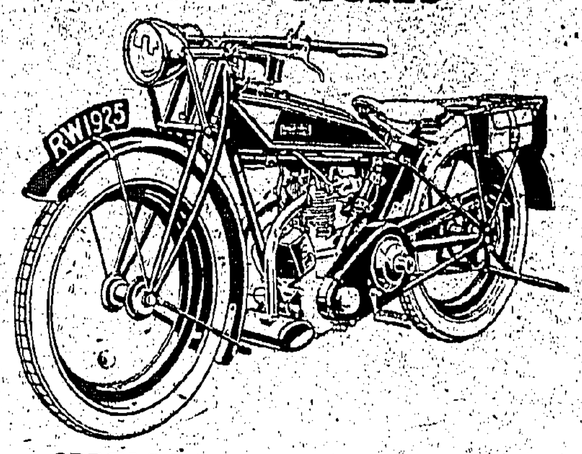
A deaf and dumb mute named George Massey, of Nuneaton, had his motor-driving license suspended for 12 months at Macclesfield.

He was also fined £5 for dangerous driving.

Motioned by a constable to stop at cross-roads, Massey was said to have gone on, a collision being narrowly avoided. A man who was accompanying him in the car acted as interpreter, and informed the constable that Massey had been driving for six years.

The chairman of the Bench that said the law which permitted a deaf and dumb man to obtain a license was totally wrong.

Ridge-Whitworth
Four Valve .Four Speed
MOTOR CYCLES



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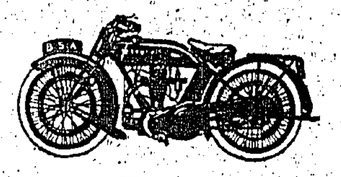

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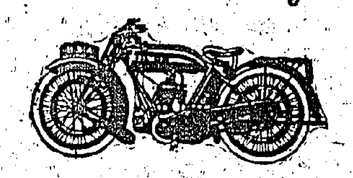
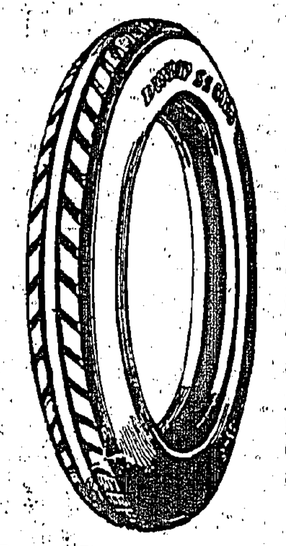


Full Particulars from the Sole Agents:
THE SINCERE CO.

Why
DUNLOP
CORD TYRES



should be on your car

They are the outcome of the longest experience in tyre building.

They are made from raw materials, the production of which is contr lled from its source.

They are made on the proved best principles, applied in the best way.

They give longer mileage and better service than any tyres in the world.

AND!!—the DUNLOP RUBBER COMPANY maintains its own Branch organisation *on the spot*, to give effect to the Company's universal policy of Service and Efficiency on all Tyre matters.

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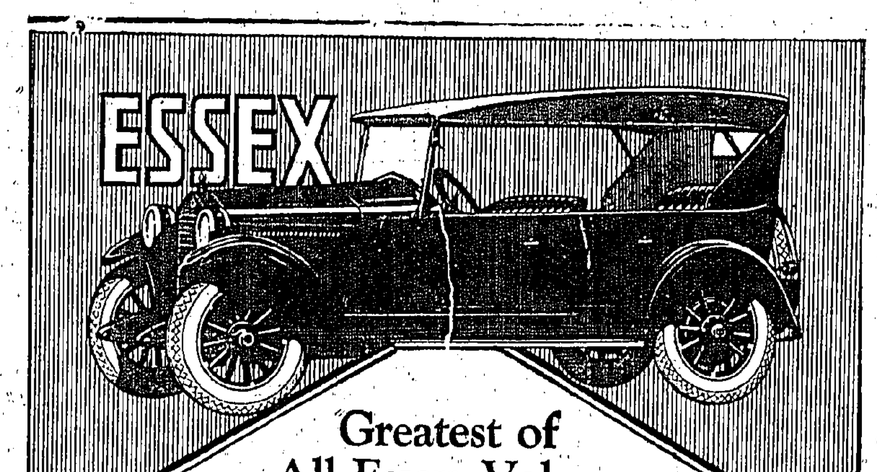


Greatest of All Essex Values
Greatest of All Essex Years

Built by Hudson, Essex not only shares the advantages of the famous Super-Six patents, but also the value-building supremacy of their enormous combined production. And the great Essex sales record is recognition of a value leadership so overwhelming that it is not even challenged.

The Finest Essex Ever Built

Only among far higher priced cars will you find comparison for Essex quality, performance and riding ease. It is a totally different type. It gives results no other car ever gave. It is low priced, without disappointment in looks or reliability. It provides stability and finest roadability without unnecessary weight. It has economy without sacrifice of performance.

In quality Hudson and Essex are alike. The patents which account for Hudson's famous reputation for performance, reliability and long life are responsible for the same qualities in Essex.

We believe it is the most economical car to own and operate in the world. After you have driven your Essex long enough to require attention, you will find repair and replacement costs so low as to be almost incredible compared with the charges that motorists are accustomed to pay.

All of Hudson's fifteen years' experience in manufacture and development of notable service standards are equally part of your satisfaction in the ownership of an Essex.

The Dragon Motor Car Co.,
33, Wong Nei Chung Road .....(Happy Valley.)

L37

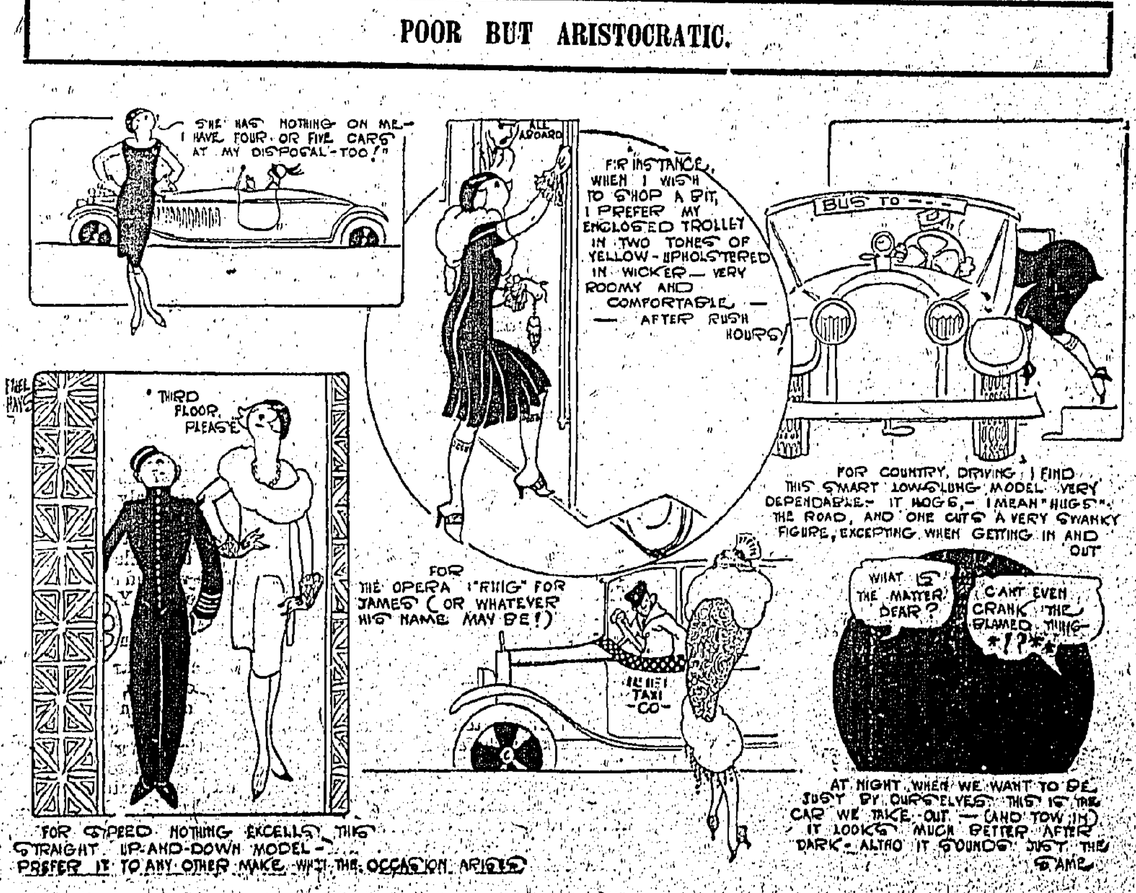
AUTOMATIC SHIFT

An automatic gear shift system has been devised to facilitate driving. By this system the driver merely selects in advance the gear to which he wants to shift and the actual shifting is done by depressing the clutch.

MORE ENTER YOSEMITE

Touring into Yosemite National Park in California has been greater than ever. Up to Aug. 1, visitors to the park numbered 128,807, as compared with 108,110 up to the same time the year before.

POOR BUT ARISTOCRATIC.



TRIALS BENEFICIAL.

RACING AND MOTOR CAR DESIGN.

The question as to whether racing benefits the design of motor cars for touring and general use is constantly being raised, and is as often shelved. It is still an open one, though an important event tending towards an affirmative answer was the recent Grand Prix d'Endurance for motor cars, a race extending over twelve hours, in regard to which *The Autocar* confidently asserts that it was more instructive in this connection than even the Grand Prix proper. The cars competing in it were, as a matter of fact, developed from stock machines if they were not actual standard cars. They were driven faster, over worse roads, and for a longer continuous time than could be possible in any other circumstances. Everything that happens in such a race—and a great deal does happen—is a lesson which must be considered in reference to the production of cars, and, in actual fact, a number of telegrams ordering alterations to chassis in course of manufacture were sent by competing firms from the scene of the race. The direct benefit of this is received by the future owner of the same type of car, and it applies to every component.

Bosch

ROBERT BOSCH MAGNETOS:

The Robert Bosh Magnetos are made of the best Materials and with equipment ideally designed for quality production,

1—Cylinder Magnetos:
Right or Left Hand.....$60

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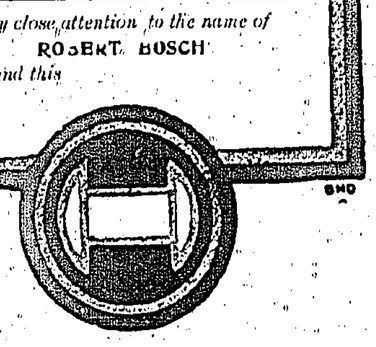

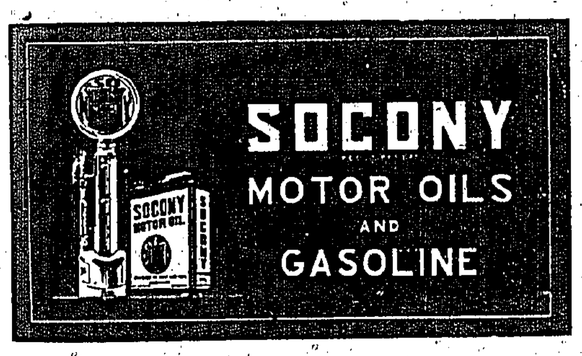

SOCONY
MOTOR OILS
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ATTENTION MOTORCYCLISTS !!!

JUST RECEIVED a Shipment of

Self Controlled Air Cushions for Pillion Seats.

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SHOWROOM, 1A, CHATER ROAD.

ENGINE RELIABILITY.

170,000 MILES WITH ONE AERO ENGINE.

The reliability of the aero engine is remarkable. It is difficult to obtain a record of the actual mileage covered by individual aero engines in use by the Royal Air Force, although this is probably considerable, but on commercial service one Napier engine in use by Imperial Airways on their Continental routes has covered over 170,000 miles and is still in service.

A fair average mileage with a car is 10,000 miles a year. The distance covered by the Napier engine, equivalent to nearly seven times round the world, would therefore take a car about 17 years to accomplish. As this Napier engine has only been running for something like three years this reliability also proves the great speed one is able to maintain with the Napier aero engine.

MORE HIGHWAYS.

Surfacing of highways in the United States is advancing at the rate of about 40,000 miles a year.

THE PLAIN MAN AND HIS CAR.

I.—BY WAY OF PREFACE.

(By P. W. F. Mills.)

What makes a car the most interesting of all engineering productions is the number of the standpoints from which it may be viewed. Cars, motor cycles and aeroplanes share the distinction of being almost the only manufactured commodities which are able to arouse extreme enthusiasm in men and women who for one reason or another do not find it possible to possess either a motor cycle, a car or an aeroplane, and of the three it may be said that a car appeals to the largest section of the educated public.

The reason is not hard to find. Motor cycles are perhaps as interesting to the technically minded; and there are problems to be overcome in the design of successful aircraft that make the study of mechanical flight a very absorbing one, but cars have an interest quite separate from technical considerations, as is demonstrated by the fact that the progress of mass car production in Great Britain has been followed very closely by an enormous number of people with practically no knowledge of car mechanism.

Speaking generally, and with due thought for the notable exceptions, ownership of motor cycles and aircraft is for young people, while a car of the right type may be owned and even driven by persons of all ages.

Cars have usually a distinct individuality which does not attach to ordinary manufactured articles. Where cars are concerned, to put it another way, a great deal hinges on the "name." Tennis tournaments, for instance, do not inspire disinterested spectators with a wish to know whether or not the champion used a Smashum and Lobb racquet. Messrs Smashum and Lobb occasionally supply this information unasked in their subsequent advertisements. Yet the Brooklands 200-mile and the Indianapolis 500-mile motor races would mean little to spectators or readers of the reports were the trade names of the competing cars suppressed. Not that the personal element is negligible or that driving may not win or lose a race, but because the car represents the skill of a factory offering, for a certain price, a different specimen of its skill and workmanship, and it is important to have means of estimating both the one and the other if one wishes to form a personal opinion on that very knotty question "Which, in your opinion, is the best car?"

For the car has long ceased to be the plaything of mechanically minded cranks, and now it is rapidly ceasing to be the preoccupation of one class only. Types of car which as recently as 1922 were obtainable at prices ranging from £500 to £600 are now available at about three-fifths of those prices, and as mass production makes headway against the initial difficulties prices may continue to drop for a year or so yet.

The problem of how much knowledge of car mechanism is necessary for satisfactory ownership of a car is a difficult one. In a sense, knowledge of the bare driving essentials and the prudence to follow the maker's instructions are sufficient, but it is obvious that this is not only a gamble upon freedom from trouble but also a refusal to permit one's self a share in the finer appreciation of driving which comes with a completer understanding of the behaviour of the car on the road.

A number of car owners cannot bring themselves to the reading of even the lighter car text books, and it is clearly impossible for such articles as these to supplant a text book in the presentation of an imposing array of facts and illustrations. A detailed description, from starting handle to luggage carrier, of only one type of car would occupy a space out of all proportion to the usefulness achieved. Despite the multiplicity of types, however, there are certain mechanisms which are found in some form or another on every car on the road, and the reasons for their universal inclusion is almost always worth understanding. It is hopeless to expect details of a most intricate engineering production to be describable in other than engineering terms, and as these are always used by motor engineers and writers on motoring it is not desirable to depart from them more than is sometimes necessary. If it be possible to avoid the tendency of the expert to take too much for granted, and, even better, to avoid the mistake of losing sight of the principle from too close attention to an application of it, these articles will not have been wasted, and even the serious student of motor engineering may find presented to him a novel and not altogether uninstructive point of view.

COMMERCIAL SIDE-CARS!

HERALD A NEW FORM OF TRANSPORT.

The marvellous development of the British motor cycle engine and the enormous reserve of power produced by an engine of small weight has encouraged manufacturers of powerful lightweight motor cycles to see what can be done in the way of producing motor cycles and sidecars for commercial purposes.

During the last three or four years the demand for motor cycle commercial combinations has increased and at least one or two manufacturers now specialise in this class of business.

This general increase in interest encouraged the British Motor Cycle Manufacturers Union to request the A.C.U. to conduct a demonstration of commercial sidecars, which took place during the week commencing 6th July last, over a route of some 700 miles. This venture was an immediate success, and already there have been requests from retail traders and motor cycle agents that the demonstration shall soon be repeated on a more extensive scale.

The demonstration, which consisted of some twenty vehicles included two motor cycle fire engines, four or five types of small delivery vans suitable for the baker, poultryman, and greengrocer, vehicles suitable for the billposter, ice cream vendor, and a motor cycle taxicab built and equipped for public service. This last will prove a formidable competitor to the 4-wheeled taxicab.

As the route was being covered at an average speed of 20 m.p.h., it will be seen that no easy test was imposed, and that the construction, design and material of the sidecar chassis and body was subjected to a somewhat difficult test.

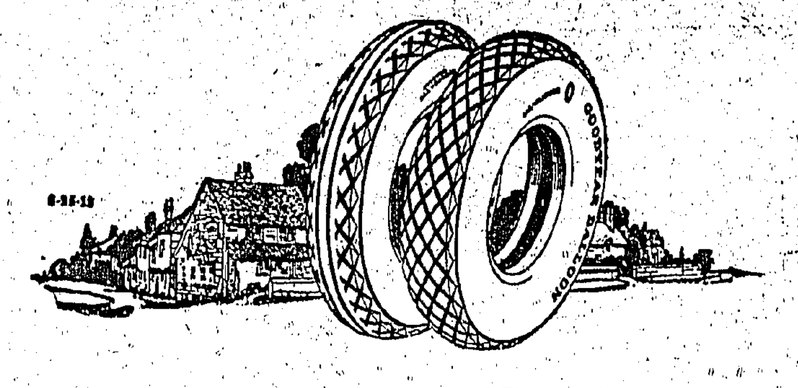
The districts covered by the demonstration were the farming districts of Warwickshire and Oxfordshire, and then on to the fruit-growing and small-holding districts of Buckinghamshire, Bedfordshire and Cambridgeshire, thence a visit was paid to the market towns of Suffolk and Norfolk, and through Lincolnshire with its potato farms. After this a visit was paid to the industrial districts of Yorkshire and Lancashire, whilst the return to pastoral scenes was made through Cheshire and Salop before the demonstration once returned to Birmingham.

It will be noticed that in visiting the industrial districts vehicles were well tested in traversing a hill-route through Harrogate, Leeds, Bradford, Halifax, Rochdale, Bury, Bolton, Warrington to Chester. The interest displayed throughout was of a most gratifying character and quite justified the hard work the demonstration entailed. Many orders were booked, and the vehicles were inspected at the many stopping places by exactly the public it was desired to interest.

ANOTHER NEW FUEL.

SAID TO BE OBTAINED FROM COAL TAR.

The American Chemical Society reports that another new motor fuel is being developed in France. It is being called "Carbonan" and is the discovery of a Russian engineer named Makonin, who is said to have obtained it with no other treatment other than the separation of the benzine from the coal tar. Furthermore, it is claimed that the new fuel can be used without changing the carburettor. Tests are being carried out at the present time.



SUPERTWIST
is Your Assurance of Economical and Satisfactory Service

This celebrated material, of extreme elasticity, was developed by Goodyear to meet the low-pressure, flexible-sidewall characteristics of the balloon tyre.

Tests made with tyres embodying SUPERTWIST show that ply on ply this new material greatly lengthens tyre life.

What the tests reveal, actual use confirms.

You should have, in the tyres you buy, the advantages that only SUPERTWIST gives. Your assurance is to buy Goodyear Balloons.

You can get Goodyear Balloons to fit new small-diameter wheels, or in most cases the wheels now on your car, if with Straight Side or 30x3½" Beaded Edge rims.

On whichever type you buy, look for the name Goodyear—it Means Good Wear.

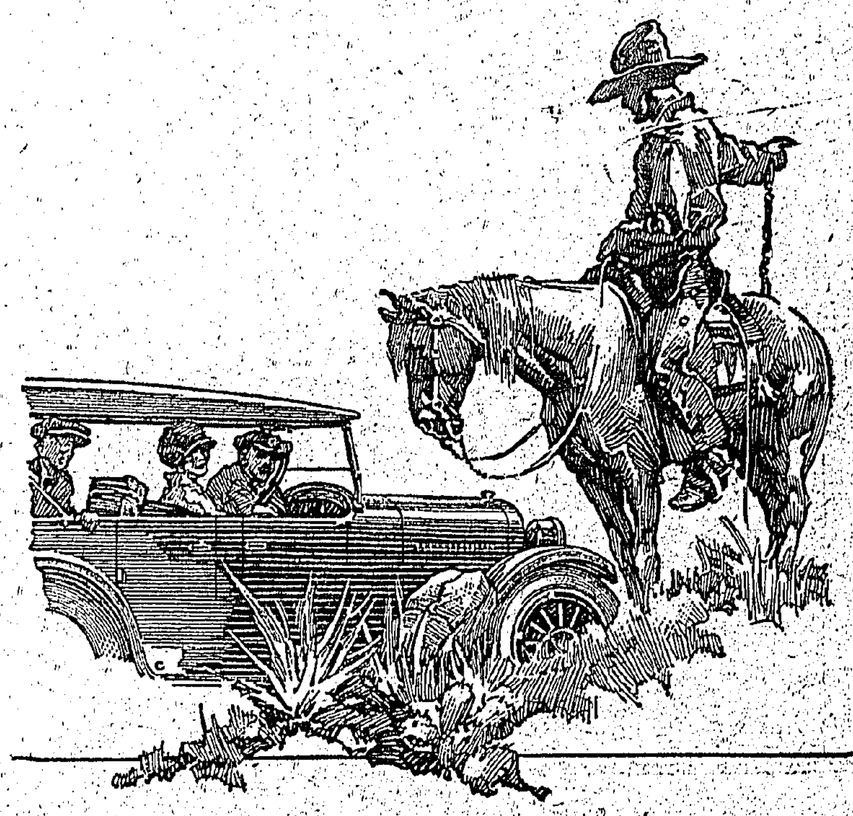
Next Time Buy

GOODYEAR
BALLOON TYRES
Made With SUPERTWIST
MADE IN CANADA
DISTRIBUTORS

ALEX. ROSS & CO., (CHINA), LTD.
Bank of China Building, Hongkong

SOUND VALUE

Day in and day out, in all parts of the world, Dodge Brothers Motor Car serves its owners faithfully and at low cost. This is because Dodge Brothers have consistently built their product more staunchly than strict manufacturing practice requires.
Employing only the finest materials, they have insisted upon an exceptional margin of excess strength in every part that takes a major strain. These cars are made by Dodge Brothers at Detroit and at Ontario, Canada.



THE DRAGON MOTOR CAR COMPANY, LIMITED.
Registered Head Office and Show Room:
33, WONG NEI CHUNG ROAD HAPPY VALLEY.

$ALESMAN SAM

by SWAN

9-13-25

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YEAH - I'M GOING HUNTIN' AND I WANTA GET A DOUBLE-BARRELED SHOT-GUN

SORRY, SIR - BUT WE'RE ALL OUTTA DOUBLE-BARRELED SHOT GUNS - WONT TWO SINGLES DO JUST AS WELL?

GUNS - BLACK-JACKS STILETTOS - BOMBS ETC. SPECIAL RATES TO ROBBERS ETC.

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SOLD

GUN POWDER

SAY SAM - WE NEED A VACATION - WHAT SAY WE GO ON A HUNTING TRIP UP IN TH' BIG MAIN WOODS - WE'LL TRAVEL IN MY ROADSTER

WITH STAND $3 E

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WET PAINT

3 FOR 5¢

5¢

NEXT MORNING

G'BY FOLKS - TAKE GOOD CARE OF TH' STORE AND WE'LL SEND YOU TH' FIRST MOOSE WE SHOOT

GUZZLEM & HOWDY CO.

WELL - HERE WE ARE SAM - CAMP PITCHED AND EVERYTHING - WHAT SAY WE PILE IN AND CALL IT A DAY

NEXT DAY

GREAT SCOTT!! WE'RE LOST, SAM!!!!

I KNOW IT - I DONT KNOW WHERE CAMP IS

WE'LL HAVE TO CAMP UP IN THIS TREE ALL NIGHT TO PROTECT OURSELVES FROM TH' WOLVES

NEXT MORNING

GOLLY - I'M HUNGRY - HERE WE ARE - MILES AWAY FROM CIVILIZATION - NO MONEY - NO FOOD - NO NUTHIN —

OH BOY - A LUMBER CAMP!! - MAYBE WE CAN GET A JOB THERE AND EARN ENOUGH TO EAT AND RAIL-ROAD FARE HOME

NEA LUMBER CAMP 2½ MILES

ALLRIGHT - YOU'RE HIRED - START PILING THIS LUMBER UP - I'LL SEND TH' FOREMAN OVER TO SEE YOU LATER

NO SMOKING

NOW, MIND YOU - THERE'S NO SMOKING ALLOWED - THERE'S TOO MUCH RISK OF A FIRE, SAVVY?

NO SMOKING

3 HRS. LATER

GOLLY GUZZ - I'M JUST DYING FOR A SMOKE - ONLY WE AINT ALLOWED - WE'LL GET FIRED

POOH - LE'S SNEAK BEHIND THIS LUMBER AND TAKE A FEW PUFFS - NOBODY'LL FIND OUT

SAY, MR. DITCHEN - I HIRED TWO NEW MEN FOR YOU THIS MORNING - THEY'RE OUT IN TH' CUT-LUMBER SECTION

I'LL GO TAKE A LOOK AT 'EM

LEAVE DO NOT WORRY

NEVERWILT SAFE CO.

AHEM!!

WHO ARE YOU?

I'M "DITCHEN" TH' BOSS

SO ARE WE —

HERE - HAVE A SMOKE BEFORE TH' OLD FOGGY SHOWS UP

NEA LUMBER CAMP

WHITEAWAY'S FOR STANDARD VALUES

REVERENCE.

By the Rev. G. E. Arrowsmith, M. A.

These are days when a spirit of reverence is sadly lacking: it has been ousted by an overweening conceit of self which leads us to think, "I am the strongest, the wisest, and the best." Our present day conditions largely encourage this spirit of self-esteem at the expense of reverence. These are democratic days, class distinctions are receding into the background, and "reverence for one's betters" is regarded as an archaism, for to-day we have no betters—we are all of equal worth. The prevalent outlook of men on the world of men around them is "I am as good as you so why should I doff my hat to you?"

Reverence for the Throne is rapidly disappearing. The National Anthem is played and is the signal for a hurried scramble for the exit: to stand respectfully at attention or to uncover the head is regarded by many as a relic of feudalism, a token of ignoble servitude to the Crown.

With reverence for "the King and those set in authority over us" has also gone, to a large extent, reverence for the home with its more intimate rulers. Respect for parents is no longer taught in schools, and the last place where many children are disposed to show any reverence seems to be in their own family circle. Fifty years ago a boy called his father "sir," and, when addressing his mother, would treat her with the greatest deference and respect. To-day he calls his father "Old Bean," and the mother who bore him he lightly refers to as "his old woman"!

Again, reverence for religion and its professors is disappearing into the limbo of the past. In the "good old days" the minister was invariably capped as he passed by, to-day he may call himself lucky if he is not greeted with cries of "Go up, thou bald-head!"

But, alas, this modern spirit of self-conceit goes further still and robs many of their reverence for God. They have no "fear of the Lord before their eyes." His Word is scorned rather than respected: they treat the Bible lightly—they parody its sacred precepts, and find it a fruitful source for quip and jest. Or they treat it with scant ceremony, not as the living Word of God but as a book of the past, dead and out-of-date, a mere corpse fit only for callous dissection. Quote to them from its pages about man's fallen nature, and his need of salvation and sanctification, and they will merely snap their fingers in your face, "Exploded fallacies!" they cry derisively.

"The fear of the Lord is the beginning of knowledge," writes Solomon, but he was not advocating a mere outward respect for God, but an inner reverence that will effect the life and heart—this is the "Fear of the Lord" which will prove a firm foundation for subsequent building up of knowledge. Reverence, if sincere, *must* show itself in the life, it starts inwardly and soon works its way to the outside. It will not only govern our thoughts, it will control our actions too. "Ought ye not to *walk* in the fear of God?" asks Nehemiah. But, alas, that is what some of us are very slow to do: we are quite ready to worship Him in the inner sanctuary of the mind, we will gladly think most beautiful thoughts about Him, we are adepts at "passive reverence;" but when it comes to a whole-hearted worship that seeks to transform passivity into activity, we draw back in alarm. "I will gladly call you God with my intellect: but to acknowledge You as God in my business dealings, or my social affairs—why, that is impossible!"

Such worship, such reverence, is futile, nay, it is worse, it is insulting to that great God Whom we profess to adore. He demands every nerve and sinew of our being, as well as that little grey matter which scientists call the brain. The WHOLE life, with all the activities, pursuits, and pleasures that comprise it, must be put in subjection to His will, and then, and then alone, can we truly say:—

"The fear of God is before my eyes."

KUOMINTANG IN SINGAPORE.

ALLEGED MANAGER CHARGED.

The hearing of a case in which a Chinese medicine man named Chan Sang-meng, who also has connections with a local Chinese school, is charged with assisting in the management of and being a member of an unlawful society said to be a branch of the Kuomintang, a Chinese political society with headquarters at Canton, was commenced before Mr. Franklyn Robinson, District Judge, at Singapore last week.

In his evidence, Mr. Ingham, the Protector of Chinese, said that on September 15 he searched the premises of 44 Temple Street and found a number of books (produced in Court). Translations of letters sent to Singapore from the head branch of the society in China were also produced in Court. These related to a fourth sub-branch of the society.

Other documents also produced were minutes of four committee meetings and a register of names. Out of 102 names on the register, only 12 were found on the register containing the names of the members of the school committee. Over 80 names in another book had been seconded or proposed by the accused.

The further hearing was adjourned after the taking of preliminary evidence.

The new installtion at the Colombo Wireless Station is now almost complete, says an exchange. Unfortunately the special wiring which had to be ordered from England has not arrived yet, and until it is incorporated wireless telephony will not be possible. The wiring, however, is at present on the high seas, and is expected to be available in a week or so. Every other part is in readiness, and when the desired material arrives there should be little delay in having the installation completed. It is anticipated that broadcasting for the benefit of listeners-in will be commenced early in October.

JAVA COMMUNISTS.

Organised Movement.

A Chinese editor of the *Keng Po*, a Malay Chinese daily paper published in Batavia was arrested recently, as a result of his having written an article in which he expressed feelings of hate against the Government of the N. E. I. in connection with the banishment of four of his countrymen. In his article he stated that this banishment was based on infamous lies and issued threats towards the Government as to what would happen when China was more powerful. . . .!

The editor of Njala, Gondojoewono, has also been arrested in connection with an article in which he incited the Communists to rebellion. Amongst other things he urged them to throw bombs.

The Communist movement in the district of Rembang is stated to be increasing: a large number of meetings have been held at which Communist leaders have spoken: some of these meetings were attended by more than 1,000 native and Chinese. The Communist Mosso has been arrested in Sourabaya.

All these cases point to an intensive progapanda campaign on the part of the Communists in Java and the question arises as to where the necessary funds are obtained. The Government has given the assurance that this movement is being closely watched and a large number of arrests have certainly been made lately but more success could probably be obtained if the root of the matter was got at i.e. the source of the funds for this propaganda. Stronger measures should in any case be taken to prevent the development of the movement which appears to be gaining ground.

A smart young man, travelling on horseback in the Isle of Wight suddenly drew up and inquired of a country lad: "Is this way to Ryde, my boy" "No," replied the boy: "tuck in yer 'eels and stick yer knees out more!"

INTERPORT BOWLERS.

SHANGHAI LOSE AT KOWLOON.

The fortunes and misfortunes—apart altogether from excellence—of the game of lawn bowls were never more emphasised than they were at the Kowloon Bowling Green Club yesterday afternoon when a club rink played the Shanghai interport visitors. Luck and skill were very much intermingled and although the Bowling Green Club four won by 23 shots to 18, the victory came right in the last head.

It was quite an interesting game. Shanghai scored at the first four heads and were leading by seven to nil when the fifth head opened. The unforgivable then happened—K.B.G.C. scored seven in one head. Main had bad luck in not saving. The game then went in ding-dong fashion, Kowloon always just evening up. At the 20th head, the teams were 18-all, and the last head proved an interesting and exciting one out of which Kowloon came with five. The jack was carried twice, and both Phillips and Main struggled with the luck against them, but to no purpose.

Of the two set of players, the Shanghai men were the better. McLeod as No. 1 had Hazel against him and they were both about as good as each other—very good, in fact. Pratt, as No. 2, played an excellent game for Shanghai and was better than Duncan, a veteran who has temperament to fight as well as opponents. Of the No. 3's, Phillips easily overshadowed Hollands. Phillips was, perhaps, the best man on the green. Farrell was very steady and built up his heads nicely, and it can be said of Main that he did some specially fine things on occasions.

The teams were as follows:

Shanghai.	K.B.G.C.
A. McLeod	D. Hazel
C. A. Pratt	R. Duncan
R. P. Phillips	A. M. Holland
T. G. Main (skip)	P. T. Farrell (skip)

Scores.—

Heads.	*Shots.*	*Total.*	*Shots*	*Total.*
1	2	2	–	–
2	1	3	–	–
3	2	5	–	–
4	2	7	–	–
5	–	7	7	7
6	1	8	–	7
7	–	8	1	8
8	–	8	2	10
9	2	10	–	10
10	2	12	–	10
11	1	13	–	10
12	–	13	2	12
13	1	14	–	12
14	1	15	–	12
15	–	15	3	15
16	2	17	–	15
17	1	18	–	15
18	–	18	1	16
19	–	18	1	17
20	–	18	1	18
21	–	18	5	23

After the match the teams and members of the K.B.G.C. assembled in the club house. Mr. Farrell welcomed the Shanghai players and thanked them for the enjoyable game they had had. He thought it was the most scientific game that had been played since the Shanghai men arrived although he thought he was fortunate to win. He trusted the visitors would have a pleasant time during the remainder of their stay. He asked Mrs. Gow to present souvenir silver spoons to the six Shanghai players.

Mr. Main responded and thanked the K.B.G.C. for their hospitality and the game. He asked Mrs. F. Gow to present souvenir Shanghai spoons to their opponents and complimented them on their fine victory.

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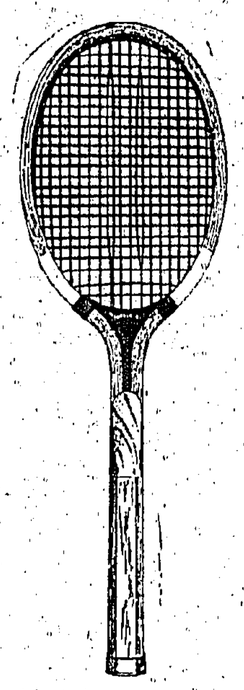

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THE 'WINDERMERE' $ 15.00

THE 'ALBION' $ 27.00

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SHIPPING STRIKE.

EARLY COLLAPSE EXPECTED.

London, Oct. 9.

The National Sailors and Firemen's Union headquarters report that the strike is expected to collapse in the near future. A definite decision will be taken at a meeting in London on Sunday and at a similar meeting being held in Bristol. A ballot will be taken at Southampton while the strike is believed to have collapsed in Liverpool. In consequence of the violent form assumed by the Seamen's strike at Fremantle, the Australian steamship lines have decided to discontinue the call there until the restoration of normal conditions.—*Reuter.*

LADIES GOLF CHAMPIONSHIP.

RESULT OF FINAL.

London, Oct. 9.

Playing at Westward Ho in the Ladies Golf Championship final, over thirty-six holes, Miss Dorothy Fowler, of North Hampshire, beat Miss Joy Winn, of Aldeburgh, by 9 up and 7 to play. Neither the holder, Miss Joyce Wethered nor Miss Cecil Leitch competed.—*Reuter.*

RECENT COLLISION.

ENQUIRY CONTINUED.

The Marine Court of Enquiry this morning resumed the hearing of the enquiry into the circumstances attending the collision of the s.s. Talthybius with a fishing junk on August 23rd.

Further evidence was called by Mr Russ, representing the junk people, and the hearing was still in progress at noon.

OUR FOOTBALL CARTOON. (By Stan. Hill)

"ENTER FOOTBALL."

(LEAGUE FOOTBALL COMMENCES TO-DAY).

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PROTECTION

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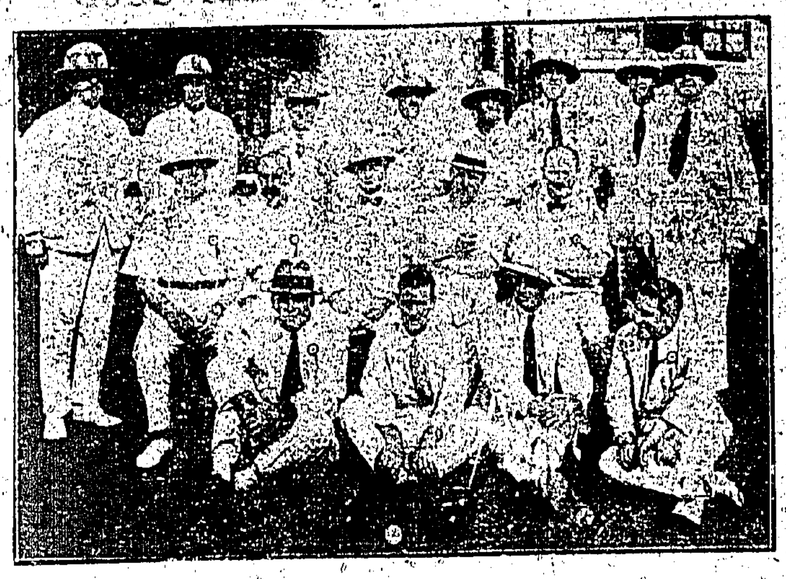


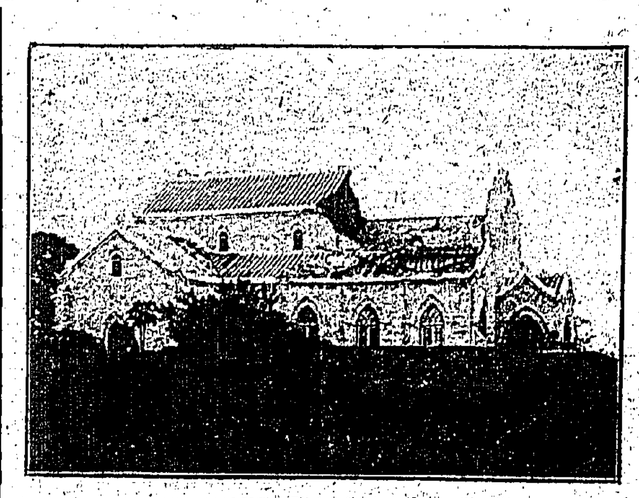
INTERPORT BOWLERS.—This photograph shows the Hongkong and Shanghai interport bowls teams and officials. It was taken at Taikoo on Wednesday. (Photo: Ming Yuen).

PORTUGAL'S MINISTER.—Senhor Joao A. de Bianchi, the newly-appointed Portuguese Minister to China, to succeed Senhor de Freitas, former Portuguese Minister, who retired some months ago after a brilliant record as the Doyen of the Diplomatic Corps.

NAVAL RUGBY TEAM.—The above group shows H. M. S. Ambrose rugby team which defeated the Club on Saturday by eight points to nil. (Photo: Ming Yuen).

CADET LEADER.—Above is General Chang Kai-shek, the notorious leader of the Whampoa Cadets.

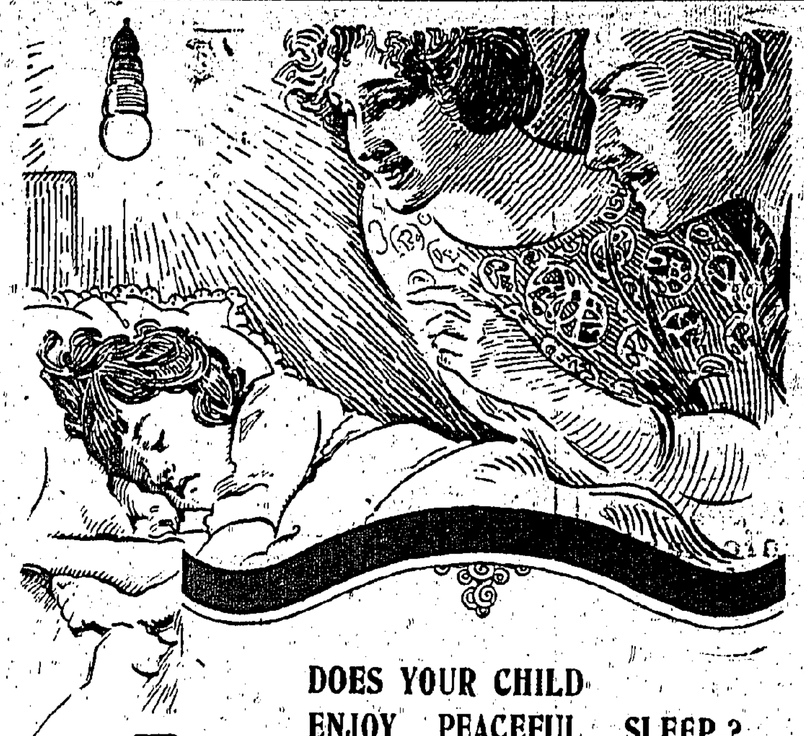
CLUB RUGBY PLAYERS.—Above is seen the Club team which was defeated by H. M. S. Ambrose on Saturday. (Photo: Ming Yuen).



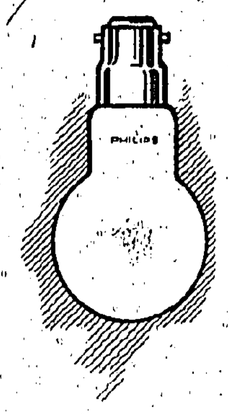
ROOF COLLAPSES.—This picture shows the damage caused to St. Barnabas Church, Limchow, near Pakhoi, when the main roof beam, having been eaten by white ants, fell in, carrying away half the roof. Happily, no-one was in the church at the time.

CATHOLIC PROCESSION.—Here is a scene at the Rosary procesion in Kowloon last Sunday, showing bearers carrying the statue of Our Lady of the Rosary. (Photo: Ming Yuen).

THE CLERGY.—This picture shows Catholic clergy taking part in the procession of Our Lady of the Rosary at Kowloon on Sunday. (Photo: Ming Yuen).



DOES YOUR CHILD ENJOY PEACEFUL SLEEP.?



Children frequently lie awake for many hours during the night without parents being aware of it.

Young children have a natural fear of darkness. which prevents them from sleeping and is also the cause of so-called "night terror," and should be avoided. It is therefore advisable to have the children's room lighted, not—of course—by a lamp which gives a brilliant light or which involves danger of fire, but by the Philips' Night Lamp which gives a soft orange light, removing all childish fears, and inducing tranquil sleep.

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SHANGHAI.

INSECT PESTS.

SIR RONALD ROSS INTERVIEWED.

THE CONQUEST OF DISEASE.

Sir Ronald Ross performed the opening ceremony of the new building for the Mosquito Control Institute at Hayling Island at the end of August.

Five years ago a very serious plague of mosquitoes in South Hampshire led to concerted measures for control by the draining of stagnant water and other methods, and one result was the establishment of the Institute, with Dr. J. F. Marshall as its Director. The efforts undertaken to abate the plague have been very successful, and recently Dr. Marshall described the work of the Institute in a paper read before the British Association at Southampton.

In an interview with an *Observer* representative, Sir Ronald Ross said:—

"Our work for the general extermination of insect pests is designed chiefly for the protection of cities and towns. We cannot expect—indeed, there is no need—to drive mosquitoes and the like out of jungles and marshy tracts away from civilisation. The area of flight of noxious insects has been shown by repeated tests to be strictly limited, extending to very few miles at the most.

"From a purely economic point of view, quite apart from humanitarian grounds, it would be far cheaper for Governments and local public bodies, as well as individuals, to contribute to preventive and research work, such as is going on in Hayling Island and elsewhere. The amount of sickness and death averted would be out of all proportion to the cost.

"It would be quite feasible for a rich country to put down a large sum of money for dealing with these insect pests rather than to spend a hundred times as much—and this is done readily enough—for killing off a few human adversaries. Why, the money spent on a single Dreadnought would simply work wonders if applied in this way."

DISEASE CARRIERS.

Insects were first proved to be carriers of disease in the second half of the last century. The late Sir Patrick Manson showed that a tropical parasite of man, called *filaria*, was conveyed by a species of *Culex* mosquito. This was a very important discovery, as the parasite causes the terrible disease known as elophantiasis in many tropical countries. In the 'nineties some American observers found that Texas cattle fever is carried by a tick, and Sir David Bruce, late President of the British Association, showed that the widespread Nagana disease of African cattle was due to trypanasomes carried by the tsetse fly, and inoculated by its bite.

In 1880 Dr. A. Laveran discovered that what is, perhaps, the most important of all human diseases, viz., malarial fever, is caused by a little parasite in the blood of man. This disease had always been connected, from the time of the ancient Romans, and possibly of the Greeks, with stagnant water on the ground, and up to 1895 every medical scientist, including Dr. Manson, suspected that it may be carried in some way by mosquitoes. This was proved to be the case by Sir Ronald Ross between the years 1895 and 1899, as the result of a long series of investigations carried out in India. His conclusion was verified and extended—in Italy chiefly by Dr. A. Bignami, in Africa by Drs. Daniels, Stephens, and Christophers, and elsewhere by other enthusiastic workers too numerous to mention. Largely in consequence of this discovery, Schools of tropical Medicine were founded in 1899 at Liverpool and in London for the purpose of teaching the new knowledge and promoting further studies.

MOSQUITOES AND FEVER.

Early in 1901 the American doctors Read, Carroll, Lazear, and Agramonte verified the previous hypotoesis of Dr. C. Finlay, of Havana, that mosquitoes also carry yellow fever. Malaria is carried by various species of the genus of mosquitoes called *anopheles*, whereas yellow fever is carried by the *Stegomyia*; but the breeding habits of all these insects, being different, require very careful investigation.

Sir Ronald Ross carried out his work not for entomological, but for sanitary reasons. From 1899 onwards he paid visits to nine different countries or colonies with a view to urging the reduction of malaria-bearing mosquitoes in them; and other methods of prevention, such as the use of mosquito-nets and—as regards malaria—of quinine, were advocated by him and by others. but although this matter has now been placed fully and frequently before the public for more than a quarter of a century, the progress made in response to scientific advice continues to be very slow.

Almost the first actual proof of malaria being affected by "mosquito reduction"—now often called "mosquito control"—was given in the French town of Ismailia, on the Suez Canal, in 1903, on the advice of Sir Ronald Ross and Sir William MacGregor, Governor of Lagos, who accompanied him to that town, which was entirely rid of the disease within a few months.

The Americans had meanwhile already started mosquito control in Havana, against both yellow fever and malaria, as was first recommended by Sir Ronald Ross in 1899. In 1904 Americans began the construction of the Panama Canal and by means of this new system of prophylaxis they were able to complete it without the immense loss of life previously experienced by the French from yellow fever and malaria. Colonel Gorgas was the head of the sanitary department in both Havana and Panama, and his admirable methods are famous throughout the world.

British attempts at the control of malaria have been making headway only very slowly. This may be due to the fact that such efforts have been local for the greater part. Special mention must be made in speaking of British efforts of the work of Dr. Clark at Hongkong and of Sir Malcolm Watson and others in the Federated Malay States.

WORK AT HAYLING.

Dr. Marshall has been assisted in his research work during the last five years by Sir Richard Gregory (Editor of *Nature*) and other residents. They have had as their main object the keeping down of a very troublesome, though not dangerous, species of mosquito called *Ochlerotatus detritus*, which became quite a pest during the summer months there, and in other parts of Southern England. They have also been greatly helped by Colonel S. P. James, of the Ministry of Health, and Mr. F. W. Edwards, of the British Museum. The results have been remarkably good. The Ministry of Health, the Havant Rural District Council, and many local residents have subscribed towards the cost of the somewhat extensive measures required.

Another centre doing a cognate work is the Ross Institute and Hospital for Tropical Diseases, Putney Heath. Recently founded by Sir William Simpson and Dr. Aldo Castellani, with Sir Charles McLeod, Bart., as Chairman it will be opened almost immediately. Sir Ronald Ross is the Director-in-Chief of this Institute, which has been founded by public subscription, aided by grants from some tropical Governments.

EMPIRE GAELS.

Gathering In Glasgow Next June.

It is proposed to hold a great conference of Gaels from all parts of the Empire in Glasgow, next June, of which the Duke of Atholl will be president. In a letter to all the leading Scottish and Highland Associations in the Empire, plans for developing and strengthening the movement for the preservation of Gaelic are announced by the Duke and Mr. Angus Robertson, the well-known president of An Comunn Gaidhealach (the Highland Association).

Besides the Imperial Conference of Scottish people from all parts of the Empire, and the holding of a bazaar in Glasgow simultaneously with the Congress, these plans include consideration of the question of establishing a Celtic College in Scotland. "The establishment of a centre of Gaelic culture somewhere in the Gaidhealtachd," says the Duke's letter, "has become one of the great ambitions of An Comunn. While it may not be practicable all at once to set up such an institution, a beginning might be made by establishing an annual summer school, which, if carefully fostered, would gradually develop into a Celtic College, in which Celtic literature, music, and art would redeive continuous andsystematic study."

MAC

Four Sandy Macs please

For many years had the Four Cronies of the Exclusive Club led the fashion in drinks, calling for their "Scotchs" and "Scotchs and Sodas."

Insomuch that when a Tall Tanned Stranger called for a "Sandy Mac," whiskers wagged, papers rustled, and eyebrows rose among the Four.

Until they marked the way he drank. And observed the deference of George who served it.

Thereafter they whispered with George. Then amongst themselves. Later the senior Crony —a Purple Colonel—called in a clear voice "Four Sandy Macs, please."

So men learn.

Sandy Macdonald Scots Whisky

AGENTS: H. RUTTONJEE & SONS · 18 QUEENS ROAD CENTRAL · HONG KONG

ALBERT

For

DAINTY

DISHES

A DIALOGUE BETWEEN CONNOISSEURS

He.—Where are you going?

She.—Why! To Albert, of course, where we are sure to get the finest French Pastry and the best cooking.

He.—That is so! His French Cakes at $1.00 per dozen, his Maderie Cakes, his Big Cakes, his Ice-Creams (combined with excellent cuisine) are made exclusively with the butter, milk and cream of the Dairy Farm Co., Ltd.

She.—Quite so! - - and he also has a new **menu** comprising fifty new dishes which you can enjoy any time from 10.30 a.m. to Midnight,

Queen's Road Central

(Opposite Hongkong Hotel Building)

Yee Sang Fat Co.

JUST ARRIVED

SMART

Dresses,

Costumes

and

Millinery.

Prices Reasonable

See Our Window For Display

RECENT WEDDING.—This group was taken at the recent wedding of Mr. L. Silva and Miss B. Mattos. (Photo: Ming Yuen).

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MECHANICAL AND ELECTRICAL ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY OF HONGKONG, LIMITED.

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LENGTH 787 FEET.
LENGTH ON BLOCKS 750 FEET
DEPTH ON CENTRE OF SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—
CAPABLE OF HANDLING SHIPS UP TO 3000 TONS DISPLACEMENT.
ELECTRIC CRANE AT SEA WALL CAPABLE OF LIFTING 100 TONS AT 70 FEET RADIUS.

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CORRUGATED and FLAT SHEETS
For:- Exteriors and Interiors
Roofs and Ceilings
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Practically Indestructible

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LAST DAY
Come One - Come All
REAL BARGAINS.
Don't miss this golden opportunity
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Those who deal with us may be assured of the following advantages
FAIR PRICES
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FINE QUALITY
FAITHFUL SERVICES
COLONY'S LEADING TOBACCONISTS
TABAQUERIA FILIPINA

"FATTENING" OYSTERS.

The Fame of Brightlingsea.

In view of the recent law protecting Hongkong oysters, the following, in a London paper, will be of local interest:—

Under a dull sky, a pretty and athletic girl wearing a scarlet jumper and a scarlet ribbon in her hair, walked down to the water side. She might have stood for the spirit of youth that defies all clouds.

Few know Brightlingsea, on the Colne estuary, a seaside place, so-called, where one must be ferried to the sands, and where Martello towers tell the story of past alarms. The old town, in its picturesque parts, is so well protected from the winds that it boasts of flowers that grow in the open as luxuriantly as they do in the Isle of Wight. But it is not for the Tudor and Jacobean houses, or Causeway, or sands inaccessible to the pedestrian that Brightlingsea claims attention.

To be sure, it is a member of the Cinque Ports and received rights from Sandwich, in Kent, so far back as 450 years ago, and sent ships to fight the Spanish Armada, and received exemption from harbour dues and jury service, while its citizens had free rights on the beach. A special Act of Parliament was needed before Essex magistrates and corners could act in Brightlingsea, and to-day the Mayor is known not only as Mayor of Brightlingsea, but as deputy to the Mayor of Sandwich.

BY THE SEVEN SEAS.

The sheltered creeks at Brightlingsea are one of the finest breeding grounds of the oyster, and to them, on land carefully staked out and highly rented, many of the world's oysters are sent to fatten. They come from the eastern shores of the United States, from Portugal, Denmark, Holland and other countries. Sometimes they travel across the ocean in great vessels, to be transferred to barges to carry them from the port of call to the Brightlingsea beds. Some go to the great English ports and are actually sent down by train, to be sown carefully over the rich lands and then raked into position. In less than four months, as a fisherman said to the writer, "they clean themselves and grow as fat as pork."

All this finishing ground is strictly preserved, and by an old custom of the town those who were born in Brightlingsea get the first employment in planting and dredging oysters, and receive also some small share in the profits of the business. The rate of wages is £2 10s. a week, the bonus is paid round about Christmas time.

Yes, a stretch of mud has made the latter-day fame of Brightlingsea—its Cinque Port traditions are unknown to the world beyond.

AUTOMATIC EYE.

How It Grades Cigars.

The pioneers on the last frontier, the frontier of science expect to solve the labour problem for the world some day.

They expect to do it by abolishing labour.

The scientist look upon every necessary mechanical task as one which can be performed eventually by the proper sort of automatic machinery.

Autos and tractors constitute automatic feet. Derricks and cranes are automatic hands. Dozens of delicate machines might be classed as automic fingers.

Now the scientist has added an automatic eye to the list.

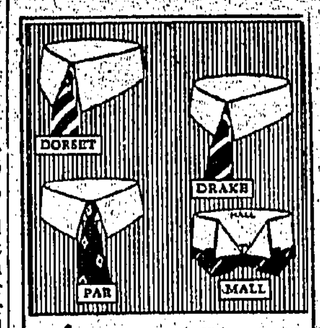
The photo-electric cell does the trick. This consists of some metal like selenium which allows an electric current to flow through it only when light strikes it. The stronger the light, the more current it lets through.

The latest application of the photo electric cell is in an automatic cigar sorter perfected by inventors in Brooklyn, N. Y..

The apparatus automatically picks up cigars, holds them up to its "mechanical eye," the photo-electric cell, and sorts them into one of thirty compartments on a circular table according to the shade of brown of the cigar.

The shade of the cigar, of course, determines the nature of the light which falls on the photo-electric cell. This in turn determines the strength of an electric current which operates a motor system for distributing the cigars.

The machine sorts accurately 60 cigars a minute, one a second, which is a higher rate of speed than can be maintained by human sorters.



ARROW
COLLARS
AFTER all there is nothing more comfortable than the cool, clean feel of the Arrow Starched Collar
These are made in quarter sizes to insure perfect fit
SOLD AT THE BEST SHOPS

His dance

WHEN he claims you for his dance, will you surrender your arms gracefully and gladly? Or will the knowledge of superfluous hair distress you? It is unnecessary—inexcusable—to allow unsightly hair to mar the clean lines of your arms. For X-BAZIN is so simple to use, so safe, so successful.

In as little time as it takes to polish your nails, this pleasantly perfumed depilatory powder or paste will rid you of every disfiguring hair—underarm, fore-arm or neck. You simply apply the powder or paste; in a few minutes wipe it off.

For over a hundred years French women have guarded their immaculateness with this dainty treatment. It does not coarsen, darken, or encourage subsequent growth; its mission is one of beauty alone.

Manufactured by
HALL & RUCKEL, Inc.
New York, U.S.A.

X-BAZIN
Famous French Way of Removing Hair
Exclusive Agents for South China
R. H. KOTEWALL & CO., P.O. Box 252, Hongkong

The management of the "Deutsches Volksth eatre" announce that several plays by English authors will be performed in German during the season 1925-26, among them being Mr. Bernard Shaw's "Man and Superman," "Trixie," by Mr. Cosmo Hamilton; "Rain," by Messrs. John Colton and Clement Randolph; "Spring Cleaning," by Mr. F. Lonsdale; and a comedy by Mr. Jerome K. Jerome.

The earth is 100,000,000 years old, according to an estimate just made by Professor John Joly, the world-famous geologist of Dublin University. Dr. Joly bases his estimate upon the amount of salt in the ocean. His theory is that originally the ocean consisted of fresh water and the salt was washed out of the rocks and into the ocean by the rivers. Hence the amount of salt is an index of the earth's age. There is enough salt in the ocean to cover all the land to a depth of 400 feet, Dr. Joly says.

RAYMOND CONCRETE PILES.

DIG UP

Any Raymond Concrete Piles, at any time, and this is what you will find:—

Each pile column, sound and perfect, inside the spiral, reinforced, steel shell into which each pile is poured, and which is left in place in the ground for just this purpose of protection.

For full information apply to

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HONGKONG EXCAVATION, PILE DRIVING & CONSTRUCTION COY., LTD.

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THE LENS THAT MADE Mr. MATZENE FAMOUS!

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RUBBER PRICES.

LATEST QUOTATIONS.

Messrs. Carroll Bros. are in receipt of a telegram from Singapore friends advising that the price of Rubber has risen to $1.54 per lb., and giving the following—They also inform that the market is very firm and that buyers predominate.

Alor Gajahs	$2.60
Amalg. Malays	3.70
Ayer Molecs	3.00
Ayer Panas	13.25
Balgownies	5.10
Bassettes	1.60
Bukit Jelotongs	1.60
Bukit Katils	1.85
Changkat Serdangs	8.50
Glenealys	2.65
Indragiris	11.25
Jerams	1.55
Jimahs	2.45
Kedahs	3.75
Kempas	8.60
Kuala Sidims	3.75
Lunas	14.25
Malaka Pindas	3.50
Malakoffs	5.00
Mandai Tekongs	1.15
Mayfields	10.00
New Serendahs	4.60
Pajams	13.50
Parit Peraks	3.80
Perakrivers	2.35
Punggors	1.75
Sandycrofts	3.70
Scudais	4.00
Sungeir Bagans	3.75
Tapahs	24.50
Tambalaks	1.75
Teluk Ansons	11.25
Temerlohs	1.30
United Malaccas	3.00
Utan Simpans	3.80

NEW EGYPTIAN PORT.

On Asiatic Bank Of Suez Canal.

An agreement has been reached between the Egyptain Government and the Compagnie du Canal de Suez for the construction of a new town on the Asiatic bank of the Suez Canal facing Port Said (states Hambro's Bank circular). This scheme, already thought of long before the war, has been rendered necessary by various recent and important events, in the first place by the installation of the salt works of the Port Said Salt, which exploits the salt marshes near the sea; again, by the depots and workshops created during the war; finally, and above all, by the creation of the Sinai railway between Jerusalem and Cairo—a much frequented artery uniting the continents of Asia and Africa.

Port Fouad will cover an area of 121 hectares, of which the Egyptian Government reserves to itself 15,000 square metres for State buildings, and administration will devolve on the Suez Canal Government until such time as the extension of the city allows a special institution similar to the administrations of Ismailieh and Port Towfik. The Compagnie du Canal de Suez undertakes to advance, without interest, all the necessary funds for the construction of roads, drainage, &c., the outlay to be recovered from the sale of grounds and buildings, and by letting.

The net tonnage of traffic passing through the Suez Canal during the first six months of 1925 was 14,127,000 tons. This constitutes a record, showing an increase of 1,980,000 tons over the corresponding period of last year, and is only 400,000 tons lower than the whole of 1924 as compared with 1923. The postal navigation is the largest ever seen during six months, the increase being chiefly in English, Dutch and German mails.

CRICKET.

KOWLOON C. C. TEAMS.

In a friendly match against Civil Service C. C. on the Kowloon C. C. ground to-day, Kowloon will be represented by: J. C. Lyal (Capt.), F. Goodwn, S. Jex, G. Lee, K. E. Macaskill, L. A. R. Duncan, A. R. F. Raven, W. F. J. Gorvin, H. Parsons, Capt. Waters and E. G. Renton.

Kowloon C. C. second eleven will be represented by the following in an all-day match against the Hongkong C. C. second eleven on Monday: W. F. J. Gorvin (Capt.), A. A. Dand, H. Parsons, A. R. F. Raven, E. G. Renton, L. E. S. Hodge C. T. Evans, J. E. Harcock, H. G. Hallam, C. W. E. Bishop and S. Jex. Reserves: E. F. Fincher and Murphy; Umpires: C. T. Evans.

THE MALARIA DEATH RATE.

Statistics prove that Malaria kills more people every year in the hot damp countries of the East than any other disease, an appalling fact when one considers that most of these deaths were preventable.

Not so many years ago Science was still groping in the dark as to the cause of malaria. But now it is positively known that the cause lies in the blood in the form of bacteria, and thousands of sufferers have found Dr. Williams' Pink Pills, the world-renowned blood and nerve tonic, a remarkably efficient specific when quinine and every other remedy have failed to give permanent relief.

The reason for this is that Dr. Williams' Pink Pills act directly and immediately on the blood. They purify and strengthen the blood, restoring to it an abundance of red corpuscles in place of those destroyed by the malarial germs. And in good, rich, red blood the malaria parasites cannot live.

A course of Dr. Williams' Pink Pills will do for you what they have done for others. Obtainable from medicine vendors everywhere, also post free, $1.50 per bottle, $8 for 6 bottles, from the Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

HUGHES & HOUGH

LIMITED.

GENERAL AUCTIONEERS, IMPORTEERS, EXPORTERS & GENERAL BROKERS.

CHINA AUCTION ROOMS.

4, Duddel Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. DE SOUSA.
Auctioneer

NOTICE.

That the insuring public approves of our methods and is satisfied with our results is demonstrated by the fact that the total amount of our assurance in force is now over 970 million gold dollars.

Sun Life Assurance Co. of Canada,
King's Building,
Hongkong, September 25, 1925.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE: HONGKONG.

Authorised Capital - - - $50,000,000
Issued and Fully Paid-up - $20,000,000
Reserve Fund
Sterling - - - - £ 4,500,000
Silver - - - - $26,500,000
Reserve Liability of Proprietors $20,000,000

COURT OF DIRECTORS:
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H. P. White, Esq. Deputy Chairman
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W. H. Bell, Esq. W. L. Pattenden, Esq
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LONDON BANKERS:
WESTMINSTER BANK LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 21st. Feb., 1924.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is calculated on the lowest balance during each completed Calendar Month at 3½ per cent per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at CURRENT RATES.

For the Hongkong and Shanghai Banking Corporation.

A. H. BARLOW,
Chief Manager.

Hongkong, 7th January 1925.

THE BANK OF CANTON, LTD.

Head Office Hongkong.

Authorised Capital.....$1,200,000
Paid Up Capital.....$1,081,875
Silver Reserve Fund.....$ 700,000

Foreign Exchange & General Banking business transacted.

Interest allowed on
CURRENT ACCOUNTS
2% per annum on daily credit balances of over $100.00:
SAVINGS
4% per annum
DEPOSITS
for 12 months 5% per annum
" 6 " 4% "
" 3 " 3% "
on Demand 2% per annum

BRANCHES:—Canton, Swatow, Shanghai, Hankow, Bangkok, New York and San Francisco.
LONDON BANKERS:—The Lloyds Bank Ltd.

LOOK POONG SHAN,
Chief Manager.

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital.....$60,000,000.00
Paid-up Capital.....$18,278,600.00
Reserve Funds.....$ 9,629,425.24

HEAD OFFICE: PEKING.
HONGKONG BRANCHES:
4, Queen's Road Central.

Branches and Sub-branches all over China and correspondents in Europe, America and other parts of the World.
LONDON BANKERS:—The National Provincial and Union Bank of England Ltd.
The Guaranty Trust Company of New York.
NEW YORK BRANCHES:—The Irving National Banks. The Equitable Trust Company of New York.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.

C.E. PEI,
Manager.

ORIENTAL COMMERCIAL BANK, LTD.

HEAD OFFICE:
60 Des Voeux Road Central, Hongkong.

BRANCHES—BANGKOK—SHANGHAI.
Correspondents:—London: Westminster Bank, Ltd: New York: National City Bank: San Francisco: Union Trust Co. of San Francisco: Canton Bank.
Authorised Capital.....$5 000 000
Paid Up Capital.....$1 500,000
Modern banking in all its branches
Current accounts, savings accounts and fixed deposits solicited. Loans granted on approved security.
Oversea banking a speciality.
INTEREST.—Current accounts 2 per cent savings 4 per cent, Fixed Deposits, 3 months 4 per cent, 6 months 4½ per cent, one year 5 per cent.
Safe Deposits, Boxes for Rent.
Our Vaults safeguarded by time clocks and double combinations. Armour plate steel doors.

J. Y. LUM,
Manager.

INTERNATIONAL BANKING CORPORATION.

(Owned by the National City Bank of New York).

Capital & Surplus.....U.S. $1...,000,000

HEAD OFFICE:
60, Wall Street, New York.
LONDON OFFICE:
36 Bishopsgate, E.C.
BRANCHES:

Barahona	Osaka	
Barcelona	Panama	
Batavia	Peking	
Bombay	Puerto Plata	
Calcutta	Rangoon	
Canton	San Francisco, Cal.	
Cebu	San Francisco de Macoris	
Colon	San Pedro de Macoris	
Dairen	Sanchez	
Hankow	Santiago de los Caballeros	
Harbin	Santo Domingo	
Hongkong	Shanghai	
Kobe	Singapore	
La Vega	Tientsin	
Madrid	Tokio	
Manila	Yokohama	

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.
We are also able to offer our Customers the services of Branches of the National City Bank of New York in the principal countries of South America and in the West Indies.

G. HOGG,
Manager.

9 Queen's Road Central, Hongkong.

THE YOKOHAMA SPECIE BANK LTD.

Established 1830.

Capital (fully paid up).....Y. 100,000,000
Reserve fund.....Y. 83,600,000

HEADOFFICE:—YOKOHAMA.
Branches and Agencies at

Batavia	Kobe	Semarang
Bombay	London	Soerabaya
Buenos Ayres	Lyons	Rangoon
Calcutta	Los Angeles	San Francisco
Canton	Manila	Seattle
Changchun	Nagasaki	Shanghai
Dairen (Dairy)	Nagoya	Singapore
Fengtien	Newchwang	Shimonoseki
Mukden	Osaya	Sydney
Hamburg	New York	Tientsin
Hankow	Peking	Tokyo
Honolulu	Rio de Janeiro	Tsimantu
Harbin	Karachi	Tsingtau
Kai Yuen	Saigon.	Vladivostock

Interest allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.

Mr. C. ARIMA,
Manager

Hongkong, March 11th 1925.

香港有限公司法中

SOCIETE FRANCAISE DE GERANCE.

DE LA BANQUE INDUSTRIELLE DE CHINE.
ETABLISSEMENT FRANCO CHINOIS.
(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital Francs.....Frs.10,000,000.00
Reserves Francs.....Frs.10,790,000.00

Working fund provided by
THE BANQUE INDUSTRIELLE DE CHINE
Francs 50,000,000

BANKERS.
FRANCE:—Societe General Banque Nationale de Credit, Banque de Paris—et des Pays Bas.
LONDON:—Midland Bank Ltd.
NEW YORK:—Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business Transacted. Correspondents throughout the world.

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Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

(Incorporated by Royal Charter 1853.)

Paid-up Capital.....£3,000,000
Reserve Fund.....£4,000,000
Reserve Liability of Proprietors £3,000,000

Foreign Exchange and General Banking business transacted.
Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager

THE BANK OF EAST ASIA LIMITED.

HEAD OFFICE—HONGKONG.

Authorised Capital - - $10,000,000
Paid-up Capital - - - 5,000,000
Reserve Fund - - - - 000,000

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Fung Ping Shan	Mok Ching Kong
Li Koon Chun	Wong Yun Tong
P. K. Kwok	Huyuh Tai
Ng Ching Luk	Kan Yan Po
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Every description of Banking and Exchange business transacted—Loans granted on approved securities.
SAFE DEPOSIT BOXES to let.

KAN GTONG PO
Chief Manager.

BANQUE DE L'INDO-CHINE

(BRANCH BANK.)

HEAD OFFICE:
96, Boulevard Haussmann, Paris.

Capital.....Frs. 72,000,000.00
Paid-up Capital.....Frs. 68,400,000.00
Reserves.....Frs. 59,067,283.54

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Battambang	Mongtse	Shanghai
Canton	Noumea	Singapore
Djibouti	Paposts	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Vladivostock
Hanoi	Pondicherry	Yunnanfu

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In FRANCE:—Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bay; Credit Industrial et Commercial; Societe General.
In LONDON:—The National Provincial and Union Bank of England, Ltd; Comptoir National d'Escompte de Paris, Credit Lyonnais.
In NEW YORK:—J. P. Morgan & Co.
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Every description of banking and exchange business transacted

A. LECOT,
Manager.

NEDERLANDSCHE HANDEL MAATCHAPPIJ.

(Netherlands Trading Society).
BANK.

Established 1824
Hongkong Branch established 1906

Authorized Capital Guilders...150,000,000 (£12,500,000)
Paid-up Capital Guilders.....80,000,000 (£ 6,666,670)
Reserve Fund Guilders.....20,536,861 (£ 1,711,405)
Special Reserves Guilders.....22,660,000 (£ 1,888,330)

HEAD OFFICE:—AMSTERDAM.
Eastern HEAD OFFICE:—BATAVIA
BRANCHES:—

Bandjermasin	Kota-Radja	Rotterdam
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Calcutta	Padang	Singapore
Cheribon	Palembang	Soerabaia
Djember	Pecalongan	Soerakarta
Djokjakarta	Penang	Tegal Solo)
Kobe	Pontianak	Tjilatjap and
The Hague	Rangoon	Weltevreden

London Bankers:—National Provincial Bank, Ltd.
Correspondents all over the world.
BANKING BUSINESS OF EVERY DESCRIPTION.

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Agent.

THE P. & O. BANKING CORPORATION, LTD.

(Incorporated in England 1920)
With which is affiliated
THE ALLAHABAD BANK, LTD.
INDIA.

Authorised Capital.....£5,000,000
Subscribed and Paid-up.....£2,594,160
Reserve Fund.....£ 160,000

HEAD OFFICE:
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WEST LONDON BRANCH:
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Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong, Canton and Shanghai.

The Corporation undertake General Banking and Exchange Business of every description and is addition to its Branches has Agencies in all the principal cities of the world.

L. E. HOPKINS,
Manager.

22, Des Vœux Road Central, Hongkong.

有限公司銀行中國

(Established 1917.)

CAPITAL:

Authorised Capital	$20,000,000
Issued	8,000,000
Paid-up	4,000,000
Reserve Liabilities of Shareholders	4,000,000
Surplus	825,000

HEAD OFFICE:—SINGAPORE.
Branches, Agencies and Correspondents in the principal cities of the world.
Every description of Banking and Exchange business transacted.

H. L. HUANG
Manager.

"Gets-It" Removes CORNS Quickly

Stops All Hurting Instantly

Every man or woman who still has corns or callouses ought to try "Gets-It" and see how marvelously it works. Corn pains stop. The corn or callous shrivels up, it comes out complete and gives blessed relief. Your satisfaction is guaranteed. Sold by all Chemists & Shops. Costs but a trifle. E. Law-

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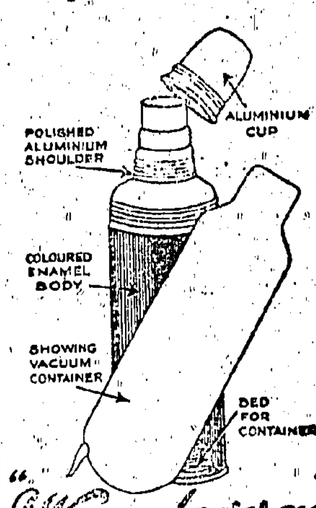
Our Standard Values are the best possible values obtainable.



"Wondervac" VACUUM FLASKS

ONE OF WHITEAWAY'S STANDARD VALUES.

Whiteaway's "WONDERVAC" Vacuum Flask

Extraordinary Value. No matter where you are, a "WONDERVAC" will do its work, preserving icy coldness or boiling heat at your desire. Neat in appearance and well finished.

ONE PINT $1.00
ONE QUART $1.50

THE "TUDOR" DINNER SERVICE

THE TUDOR DINNER SERVICE

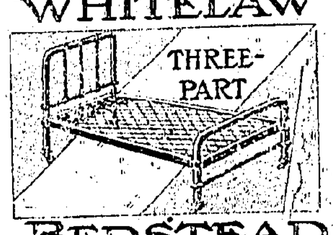
Very attractive all white China, best English Ironstone, mostly embossed decoration.

Set for 6 persons. 30 pieces

Standard Value Price $15.50

ONE OF WHITEAWAY'S STANDARD VALUES

THE "WHITELAW" BEDSTEAD



ONE OF WHITEAWAY'S STANDARD VALUES

The best value and the lowest priced bedstead possible to procure, fitted with non-sagging spring mattress with 12 coil spring. British made throughout. Can be used for private houses, Schools Hospitals institutions, etc.

Size 3' x 6'6"
STANDARD VALUE
Price $13.50

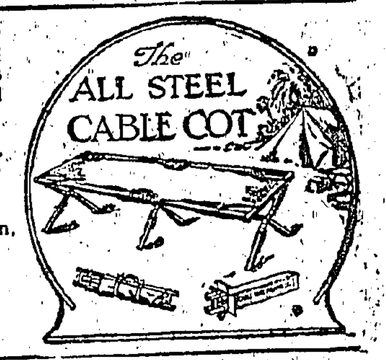
It folds compactly and weighs only 17 pounds. The top is made of 12 oz. olive drab duck. It is especially tested for strength and long wear and will not sag.

IDEAL FOR CAMP OR HOME USE.

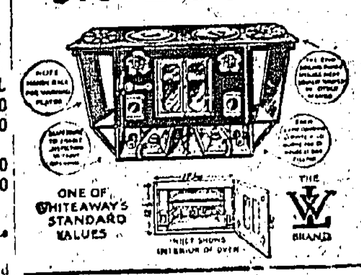
OPEN—6 ft. 7 in. long. 25 in. wide, 17 in. high.
FOLDED—5 in. x 7 in. x 38 in.

PRICE $15.00

The ALL STEEL CABLE COT



THE QUICKWARM COMBINED STOVE & OVEN



ONE OF WHITEAWAY'S STANDARD VALUES

THE "QUICKWARM" COOKING STOVE

Do your own cooking on a "Quickwarm" Stove.
Clean and economical in the use of kerosene.
Two burners, good size oven and extended top.

Price $59.50

ALL AND INSPECT.

THE "THIRSO" WATER JUG.

Etched in three designs as per illustration.
Good Glass.
Two Pint Size

PRICE $1.25

"THIRSO" Water Jugs

ONE OF WHITEAWAY'S STANDARD VALUES

NUMEROUS OTHER SPLENDID VALUES ON VIEW IN OUR FIRST FLOOR SHOWROOMS

Whiteaway, Laidlaw & Co., Ltd.
HONGKONG.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

"HECTOR"	21st Oct.	Marseilles, London, R'dam & Glasgow.
"CALCHAS"	3rd Nov.	Marseilles, London, R'dam & H'burg.
"SARPEDON"	18th Nov.	Marseilles, London, R'dam & Glasgow.
"TROILUS"	1st Dec.	Marseilles, London, R'dam & H'burg.

LIVERPOOL SERVICE

"JASON"	20th Oct.	Genoa, Havre, Liverpool & Glasgow
"AJAX"	1st Nov.	Genoa, Havre, Liverpool & Glasgow
"DIOMED"	12th Nov.	Genoa, Marseilles, Havre, L'pool & Glasgow

PACIFIC SERVICE.

via KOBE & YOKOHAMA.

"GOLFE LEVEN"	16th Oct.	Victoria, Vancouver & Seattle.
"PHILOCTETES"	30th Oct.	Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"EURYLOCHUS"	19th Oct.	Boston, New York & B'more via Suez
"PYRRHUS"	13th Nov.	Boston, New York & B'more via Suez

PASSENGER SERVICE

"HECTOR"	21st Oct.	Singapore, Marseilles & London.
"SARPEDON"	18th Nov.	Singapore, Marseilles & London.
"PATROCLUS"	9th Dec.	Singapore, Marseilles & London.
"ANTENOR"	13th Jan.	Singapore, Marseilles & London.
"HECTOR"	3rd Mar.	Singapore, Marseilles & London.
"SARPEDON"	7th April.	Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:—

Butterfield & Swire.

Agents.

AMERICAN ORIENTAL MAIL LINE

"TRANS-PACIFIC EXPRESS SERVICE"

SEATTLE & VICTORIA

SHANGHAI—KOBE—YOKOHAMA.

"S.S. "PRESIDENT JACKSON"..... October 12th, 5.00 p.m.
S.S. "PRESIDENT McKINLEY"..... October 24th, 5.00 p.m.
S.S. "PRESIDENT JEFFERSON"..... November 5th, 5.00 p.m.

EUROPE

See Seattle-Chicago-New York

£120 £112 £110

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Mongolian on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through accommodation and Booking Arranged.

FOR MANILA

S.S. "PRESIDENT McKINLEY"..... October 16th, 5.00 p.m.
S.S. "PRESIDENT JEFFERSON"..... October 28th, 5.00 p.m.

TRAVEL FIRST CLASS ON A FIRST CLASS STEAMER

Through Bills of Lading to all United States and Canadian Overland points, also via Panama Canal Lines to Atlantic Ports.

Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

For passage and Freight Booking apply to

AMERICAN ORIENTAL MAIL LINE

OPERATED FOR

United States Shipping Board

by Admiral Oriental Line, Managing Operators

Hongkong and Shanghai Bank Building, Ground Floor.

Telephone Central 2477, 2478 and 795. No. 4, Des Voeux Road.

THE EAST ASIATIC Co., Ltd.

COPENHAGEN.

Regular Freight and Passengers Service for Bangkok, Hongkong, and return.

	Expected on or about	
M.S. "Bintang" (2777 tons)	.....	.....

Subject to change without notice.

For further particulars please apply to:—

JOHN MANNERS & CO., LTD.

Agents.

THE EAST ASIATIC Co., Ltd.

COPENHAGEN.

The M. S. "ASIA"

will be loading for **Rotterdam, Amsterdam, Hamburg, Copenhagen** and other Scandanavian ports on or about **26th. October 1925.**

Further Sailings:—	Expected on or about.	Will leave homeward bound on or about.
M.S. "Java"	15th October	.....
M.S. "Afrika"	15th November	.....
M.S. "Malaya"	10th December	.....

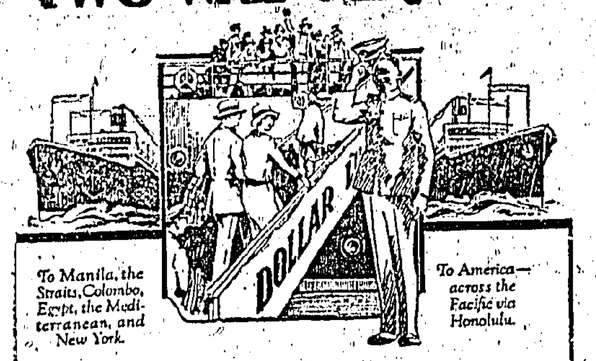
Subject to change without notice.

For further particulars please apply to:—

JOHN MANNERS & CO., LTD.

Agents.

TWO-WAY SERVICE



To Manila, the Straits, Colombo, Egypt, the Mediterranean, and New York.

To America—across the Pacific via Honolulu.

WHETHER you're traveling east or west, DOLLAR *President* Liners will carry you. Eastbound they afford two sailings each month. Westbound they offer four sailings each month, as far as Manila—thence to Singapore and beyond, round-the-world, on fortnightly schedule.

With most frequent and convenient service, these great oil-burning liners are notable for their speed and steadiness. All staterooms are *outside* rooms, with real beds (not berths) and luxurious furnishings. DOLLAR Line cuisine is world-famous.

STOPOVERS ALLOWED AT ANY PORT OF CALL

Eastbound: Shanghai, Kobe, Yokohama, Honolulu

Westbound: Manila, Singapore, Penang, Colombo, Suez, Port Said, Alexandria, Naples, Genoa, Marseilles, New York—and ten other ports round-the-world

NEXT SAILINGS

EASTBOUND	WESTBOUND
PRESIDENT TAFT	PRESIDENT ADAMS
Oct. 10, 5.00 p.m.	Oct. 13, 8.00 a.m.
PRESIDENT WILSON	PRESIDENT WILSON
Oct. 24, 5.00 p.m.	Oct. 16, 3.00 p.m.

ACROSS THE PACIFIC TO SAN FRANCISCO

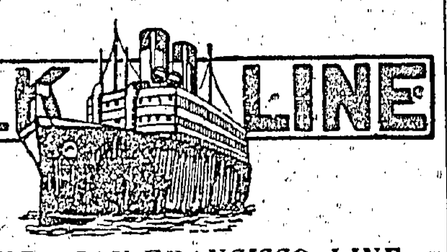
FOR PASSENGER OR FREIGHT RATES, APPLY TO

DOLLAR STEAMSHIP LINE

HONG KONG AND SHANGHAI BANK BUILDING, GROUND FLOOR, No. 4 DES VOEUX ROAD, HONG KONG

Telephone: Central 2477, 2478 and 795

T.K.K. LINE



HONGKONG—SAN FRANCISCO LINE

via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU

Connecting at San Francisco with Southern Pacific, Santa Fe & Western Pacific Railroads.

Sailing from Hongkong

TENYO MARU	October 10th.
KOREA MARU (Omit Honolulu)	November 3rd.
SHINYO MARU	November 17th.
SIBERIA MARU (Omit Nagasaki)	November 20th.
TAIYO MARU	December 27th.

Proceeds up River and berths alongside Manteten wharf at Shanghai

KOREA MARU and SIBERIA MARU proceed to Los Angeles from San Francisco with cargo only.

REDUCED FARE TO EUROPE.

First Class £120 Cabin Class on Atlantic £112 Second Class £80

SOUTH AMERICAN LINE

The only direct service between Orient and South America via Japan, Hawaii, San Francisco, Los Angeles, Mexico, Panama, Peru & Chili.

Sailings from Hongkong

ANYO MARU	October 17th.
BOKUYO MARU	November 28th.

Y. TSUTSUMI, Manager.

Agent at Canton. King's Building.

Messrs. T. E. GRIFFITH, Ltd. Tel. C. 2374 & 237

HOLLAND EAST ASIA LINE

OF THE

United Netherlands Navigation Company.

Regular four-weekly service between Japan, Vladivostock, China, Hongkong, Manila, Singapore

AND

Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Arrivals From Europe.

S.S. OUDERKERK ..... 19th Oct.

Sailings for Genoa, Marseilles, R'dam, A'dam, Hamburg & Bremen.

S.S. OOSTKERK ..... 2nd Nov.
S.S. OUDERKERK ..... Beginning of Dec.

All steamers have a limited accommodation for passengers.

For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LIJN,

Tel. Central No. 1574 Agents. York Building

CANADIAN PACIFIC

EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC

LARGEST, FASTEST & MOST LUXURIOUS STEAMSHIPS

Special FARES to EUROPE

£120 £112 £83 £80

(Payable in Local Currency.)

(BOOKINGS NOW OPEN FOR 1926.)

VICTORIA AND VANCOUVER

via SHANGHAI & JAPAN PORTS.

STEAMERS	Hongkong Leave	Shanghai Leave	Kobe Leave	Yokohama Leave	Van'ver Arrive
EMPRESS OF ASIA	Oct. 15	Oct. 18	Oct. 21	Oct. 24	Nov. 2
EMPRESS OF CANADA	Oct. 30	Nov. 2	Nov. 4	Nov. 7	Nov. 16
EMPRESS OF RUSSIA	Nov. 12	Nov. 15	Nov. 18	Nov. 21	Nov. 30
EMPRESS OF AUSTRALIA	Nov. 27	Nov. 30	Dec. 2	Dec. 5	Dec. 16
			1926		
EMPRESS OF ASIA	Jan. 7	Jan. 10	Jan. 13	Jan. 16	Jan. 25
EMPRESS OF CANADA	Jan. 22	Jan. 25	Jan. 28	Jan. 30	Feb. 8
EMPRESS OF RUSSIA	Feb. 5	Feb. 8	Feb. 11	Feb. 13	Feb. 22
EMPRESS OF AUSTRALIA	Feb. 19	Feb. 22	Feb. 25	Feb. 27	Mar. 10
EMPRESS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 22
EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Apr. 5
EMPRESS OF RUSSIA	Apr. 2	Apr. 5	Apr. 8	Apr. 10	Apr. 19
EMPRESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 24	May. 5
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 17
EMPRESS OF CANADA	May 14	May 17	May 20	May 22	May 31
EMPRESS OF RUSSIA	May 28	May 31	Jun. 3	Jun. 5	Jun. 14
EMPRESS OF AUSTRALIA	Jun. 11	Jun. 14	Jun. 16	Jun. 19	Jun. 30
EMPRESS OF ASIA	Jun. 25	Jun. 27	Jun 30	July 3	July 12

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

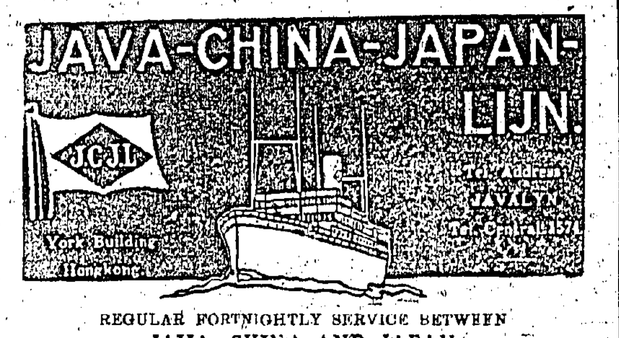
HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila		Leave Manila	Arrive Hongkong
Oct. 7	Oct. 9	E/Asia	Oct. 10	Oct. 12
Oct. 21	Oct. 23	E/Canada	Oct 24.	Oct. 26
Nov. 4	Nov. 6	E/Russia	Nov. 7	Nov. 9

Passenger Department: Tel. C. 752. Cables: "CACANPAC."

Freight and Express: Tel. C 42. Cables: "NAUTLUIS."

JAVA-CHINA-JAPAN-LIJN.



REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjibodas	Java	In Port	10th Oct.	Amoy N. China
Kambangan	Java	In Port	11th Oct.	Shanghai
Tjikini	Amoy	10th Oct.	11th Oct.	Msar. & S'haia
Toba	Java	10th Oct.		
Tjitaroem	Japan	16th Oct.	17th Oct.	Batavia
Tjilatjap	Java	17th Oct.	18th Oct.	Amoy & S'hai
Tjiliwong	Amoy	18th Oct.	19th Oct.	M'sar & S'haia
Tjikembang	Shanghai	19th Oct.	22nd Oct.	Batavia

†Via Macassar

*Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

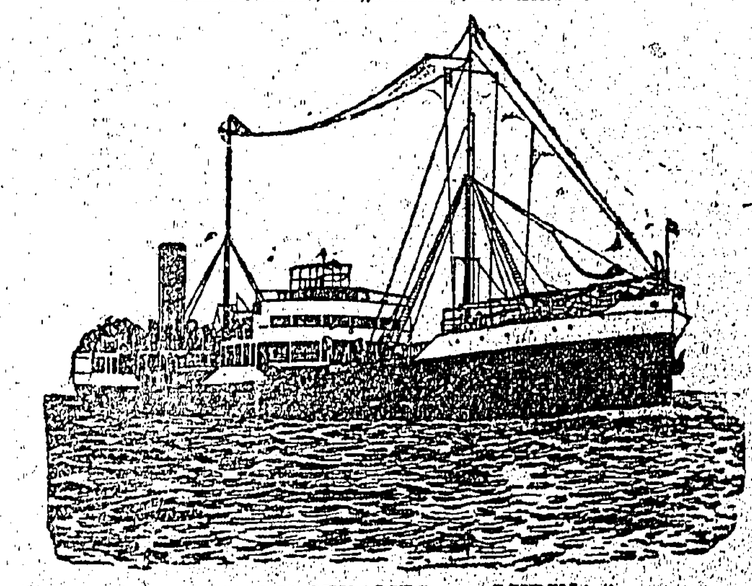
Java-China-Japan Lijn.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;

Codes Used: A1, A.B.C. Fifth Edition: Engineering: First and Second Edition; Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA."

412' 0" x 53' 1" x 31' 0" x 8,400 tons d.w. x 3,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK to the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of fosimilar vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager:—

R. M. DYER, B. SC., M.I.N.A., Kowloon Dock, Hongkong.

CONSIGNEE NOTICE

THE PENINSULA & ORIENTAL STEAM NAVIGATION CO.

From STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

Through Bill of Lading Issued for Batavia, Persian Gulf, Continental, American and South African Ports.

The Steamship

"SOUDAN"

Captain G. G. Randell, carrying His Majesty's Mails, will be despatched from this Port on or about Wednesday, 14th October, 1925, at noon, taking Passengers and Cargoes for the above Ports.

Silk, Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this office until 5 p.m., the day before sailing. The contents and value of all packages must be declared.

For further particulars, apply to

MACKINNON, MACKENZIE & COMPANY,

Agents.

Hongkong, 8th October, 1925.

LLOYD TRIESTINO S. N. CO.

NOTICE TO CONSIGNEES.

The Steamship

"ROSANDRA"

From Trieste, Venice, Brindisi, Port Said, Massowah, Aden, Colombo, Penang and Singapore.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 7th instant.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 23rd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examind on the 13th inst., at 10 a.m., by our surveyors Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

DODWELL & CO., LTD.,

Agents.

Hongkong, October 7, 1925.

WESTINGHOUSE ELECTRIC

Holyoak Massey, & Co., dLt

Distributors.

Queen's Bldg. Tel. C.673.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

COMPANIES incorporated in ENGLAND)
Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including, New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
SOUDAN	6,696	14th Oct. noon	S'pore, P'ang, C'bo & B'bay
MALWA	10,941	17 Oct noon.	Marseilles & London
SICILIA	6,813	28th Oct.	S'pore, P'ang. C'bo & B'bay
KHIVA	9,135	31st Oct.	M'lles, L'don, Hull & A'werp
MANTUA	10,962	14th Nov.	Marseilles & London
KALYAN	9,118	28th Nov.	M'lles, London & Antwerp
KASHMIR	8985	10th Dec.	S'pore, P'ang, C'bo & B'bay
MOREA	10,911	12th Dec.	Marseilles & London
KASHGAR	9,105	26th Dec.	M'lles, London & Antwerp
MACEDONIA	1,1089	9th Jan.	Marseilles & London
KHYBER	9,114	23rd Jan.	M'lles, London & Antwerp
DELTA	8,097	4th Feb.	S'pore, P'ang, C'bo & B'bay
MALWA	10,941	6th Feb.	Marseills & London
KARMALA	9,128	20th Feb.	M'les, London & Antwerp
MANTUA	10,902	6th March	Marseilles & London
KHIVA	9,135	20th March	M'les, L'don & Antwerp

Frequent connections from Port Said for Damietta & Cargo to Constantinople, Pyraeus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

TALAMBA	8,018	12 Oct. 1 p.m.	S'pore, Penang & Calcutta
TALMA	10,000	26th Oct.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	4th Nov.	Manila, Sandakan, Thurs. Island, Townsville, B'bane. S'nev and Melbourne.
TANDA	6,958	2nd Dec.	
*ARAFURA	6,000	6th Jan.	

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers. Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom viz New Zealand, Vancouver San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London vid Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

ST. ALBANS	4,500	11th Oct.	Moji, Kobe & Yoko.
MANTUA	10,902	17th Oct.	Shanghai Moji & Kobe.
GARBETA	5,327	22nd Oct.	S'hai, Moji, Kobe & Osaka
KALYAN	9,118	31st Oct.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2½ ft. x 2ft. x 1ft. will be received at the Co.'s Office up to noon on the day previous to sailing
For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & Co.,
P. & O. Bdg., Connaught Rd., C. Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.		HOMEWARDS.	
Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENSHIRE	15th Oct.		
GLENSANDA	1st Nov.	GLENAPP	13th November
GLENBEG	12th Nov.		London, Rotterdam & H'burg.
GLENTARA	29th Nov.	GLENSHIRE	24th Nov.
GLENDEVON SHIRE	10th Dec.		L'don, R'dam & H'burg via Oran.
GLENSHIEL	24th Dec.		

Movements are subject to change without notice.
For freight or further particular please apply to:—

JARDINE MATHESON & CO., LTD.
AGENTS THE GLEN LINE, LTD.
Telephone Central No. 215, sub-ex. 23 and 3696.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the
"BLUE FUNNEL LINE"
(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)
AND
AMERICAN & MANCHURIAN LINE
(Ellerman & Bucknall S.S. Co., Ltd.)
Sailings from Hongkong.

S.S. "EURYLOCHUS"	via Suez Canal	19th	Oct.
S.S. "LANGTON HALL"	via Suez Canal	28th	Oct.
S.S. PYRRHUS	via Suez Canal	19th	Nov.
S.S. "CITY OF EVANSVILLE"	Suez Canal	28th	Nov.

* Calls at New York first.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.
For Freight and particulars apply to:—
BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON: JARDINE MATHESON & Co. Ltd., CANTON

ASAHI BEER

BREWED BY

DAI NIPPON BREWERY Co., Ltd.

TOKYO JAPAN

Specially Brewed for Export

Sole Agents—

Mitsui Bussan Kaisha, Ltd.

HONGKONG

Shipping to Europe, Australia, and other Ports.

N.Y.K.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.
Through passage rates to Europe via America C. $400, C. $420, C. $44

YOKOHAMA MARU ... ... Wednesday, 28th Oct. at 11 a.m.
KAGA MARU ... ... Thursday, 19th Nov.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.
SUWA MARU ... ... Saturday, 10th Oct. at 5 p.m.
FUSHIMI MARU ... ... Saturday, 24th Oct.
HAKOZAKI MARU ... ... Saturday, 7th Nov.

HAMBURG via LONDON & ROTTERDAM & Ports.
MITO MARU ... ... Monday, 1st Nov.

LIVERPOOL via ADEN & MARSEILLES, GLESGOW
TSUSHIMA MARU ... ... Sunday, 8th Nov.

SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU ... ... Wednesday 21st Oct at 11 a.m.
MISHIMA MARU ... ... Wednesday, 18th Nov.

NEW YORK and/or BOSTON via PANAMA.
LISBON MARU ... ... Monday, 12th Oct.

BUENOS AIRES via Singapore, Durban & Cape Town.
AWA MARU ... ... Monday, 2nd Nov.

BOMBAY via Singapore & Colombo.
TOTTORI MARU ... ... Tuesday, 13th Oct.

CALCUTTA via Singapore, Penang & Rangoon.
MURORAN MARU ... ... Sunday, 11th Oct.

NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU ... ... Thursday, 15th Oct.

SHANGHAI, KOBE & YOKOHAMA.
RANGOON MARU ... ... Wednesday, 14th Oct.
CEYLON MARU (Nagasaki Direct) ... Sunday, 18th Oct.
KITANO MARU ... ... Wednesday, 20th Oct.
WAKASA MARU ... ... Friday, 23rd Oct.

For further information apply to:— NIPPON YUSEN KAISHA,
Tel. Central Nos. 292, 293 & 2422. S. KINOSHITA. *Manager.*

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.
S.S. "SILVIO PELLICO" ... ...Sails about 10th Oct.
S.S. "FIUME-L" ... ...Sails about 10th Nov.
S.S. "PERSIA" (cargo only)... .. Sails about 12th Nov.
M.S. "VIMINALE"... ... . Sails about 10th Dec.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.
S.S. "FIUME-L" ... ...Sails about 1st Dec.
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ISLA DE PANAY ... ... 23rd Oct.
LEGAZPI ... ... 19th Dec.

YOKOHAMA, KOBE, MOJI & SHANGHAI.
ISLA DE PANAY ... ... 5th Oct.
LEGAZPI ... ... 30th Nov.

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MACAO LINE—Sailings from Hongkong daily at 8 a.m. and 2 p.m. daily (Sundays, 9.00 a.m. only); and from Macao at 8 a.m. and 2 p.m. (Sundays, 4 p.m only.)

SUNDAY EXCURSION.
On Sunday 11th inst., s.s. KINSHAN will leave Hongkong at 9.00 a.m. from Company's Wing Lok Street Wharf, and leave Macao at 4 p.m.
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S.S. "LANGTON HALL" via Suez Canal 28th October.
S.S. "CITY OF EVANSVILLE" " " 28th November.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE
Loading for Manila, Boston, New York.
M.V. "FORRESBANK" via Suez Canal 1st November.
AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)
S.S. "CITY OF TOKIO" 28th October.
For London, Dunkirk, Rotterdam & Hamburg.

Fares to London "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE
S.S. "SURAT" sails Hongkong Middle November.
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

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For freight or passage on any of the above lines. apply to:—
THE BANK LINE LTD.
Telephone C. 4791.

AUSTRALIAN-ORIENTAL LINE, Ltd.

"CHANGSHA"
Due Hongkong 13th October.

Will be despatched on 17th October, at 4 p.m.
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MANILA, PORT BANGA, THURSDAY ISLAND AND AUSTRALIAN PORTS.
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Steamships.	Captain.	Leaving.	
Haining ...	A. H. Stewart...	SUN., 11th inst.	at 10 a.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.
For Freight and Passage, apply to
Douglas Lapraik & Co.,
General Managers.

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return, by the same steamer, by the "Haining", "Haihong" & "Haiching" at the Reduced Rate of $80.00 including Meals while the steamer is in Port.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at Hkg. and Sailing for S'hai & Japan	Pro. Sailing from H'kong for M'lles
PORTHOS			13th Oct.
D'ARTAGNAN			27th Oct.
ANGKOR	11th Sept.	13th Oct.	10th Nov.
ANGERS	25th Sept.	27th Oct.	24th Nov.
ANDRE LEBON	9th Oct.	11th Nov.	8th Dec.
PAUL LECAT	23rd Oct.	25th Nov.	22nd Dec.

RATES OF PASSAGE MONEY TO MARSEILLES.
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Accommodation reserved in the trains at Marseilles.
LIGNE COMMERCIALES (CARGO-BOATS)
S.S. "DR. P. BENOIT" from Dunkirk, London, Havre is due to arrive about 19th Oct.

For full particulars apply to
Messageries Maritimes Co.
phone Central 74 3 Queen's Building.

DIVERS DEATH.

CORONER'S ENQUIRY.

Commendation of Would-be Rescuer.

Mr. Robert Smith, of the Hongkong Electric Company, was highly commended by the jury which investigated the death of the Chinese diver who lost his life on September 12, during diving operations at the Company's works at North Point. The enquiry was conducted by Mr. S. B. B. McElderry at the Central Magistracy yesterday and the following served on the jury: Messrs. B. H. Lacon, (forman), A. Mackenzie, and A. H. da Silva.

The proceedings were commenced on Monday last and subsequent to the medical evidence the court visited the scene of the tragedy where the various witnesses were interrogated by the Coroner and jury.

On the resumption yesterday the Coroner said the site and the diving apparatus had been inspected, and in order to that a charge of manslaughter could be brought against any person concerned it would be necessary for the jury to satisfy themselves that someone was guilty of gross carelessness.

There was evidence to show that he was careless, but not sufficient to show that he was responsible for the death of the deceased. He did not believe there was any evidence of manslaughter and he thought the jury would with him.

With regard to the diving suit, Mr. McElderry said that if there was any carelessness on the part of the man holding the life line there was no fault with the diving suit and it would be impossible, on the evidence, to say that the owner of the suit, the sub-contractor who employed the deceased was responsible. The Coroner thought the jury should return a verdict of death by misadventure.

Regulations Necessary.

There was however, an important point regarding which the jury might add a rider, and this was whether there should be some regulations making it necessary for divers to be licensed, in order that there might be a regular inspection of diving suits, thus preventing the occurrence of such accidents as had happened in this case. He thought it advisable to call evidence with regard to the diving suit used in the fatality.

The contractor who had employed the deceased, stated that he had been in business for the last 18 years and had engaged the deceased for diving operations for some eight years. The coolie holding the life line was employed by the diver himself and not by witness, who merely supplied the diving suit. The suit on this occasion had been purchased about six months ago and witness had received complaint regarding its depreciation. It did not leak and had never been repaired.

Diving suits were always tested prior to the descent by pumping air into them but they were never put into the water.

Asked if the life line which was used on the day of the accident was strong enough for the purpose, witness replied that it was and it was owing to the deceased being drawn into the air pipe that the rope broke.

The jury returned a verdict of death by misadventure and added a rider to the effect that they considered the action taken by Mr. R. Smith, to extricate the deceased from the intake of the air pump, deserved great commendation.

Although not given in evidence at the enquiry the attempt to rescue the unfortunate man, which was made by Mr. Smith, is worthy of note. On finding that an accident had occurred Mr. Smith dived down to the bottom of the suction pump where he saw the diver stuck head first in the pipe with his heels about two feet from the outer end. On diving for a second time Mr. Smith fastened the rope to the man's ankle but the life line broke and as the man could was not dislodged by the coolies, Mr. Smith dived down a third time and pulled him out.

MOTOR BOAT CAPSIZES.

SEVEN SOLDIERS DROWNED.

Tokyo, October 9.—This morning during the naval and military manoeuvres a motor boat containing more then thirty soldiers capsized resulting in seven being drowned.—*Reuter.*

HOTELS.

THE
HONGKONG
HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL
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POST OFFICE NOTICE.

GENERAL HOLIDAY.

On Monday, the 12th inst. the G.P.O. will be open from 8 a.m. to noon and the Branch Post Offices at Kowloon, Yaumati, Wantsai, Sheungwan and Saiyingpun from 8 a.m. to 9 a.m.

There will be one delivery of registered correspondence at 9 a.m. and one delivery of ordinary correspondence at noon.

The Money Order Office will be entirely closed.

Postage stamps should be affixed in the right-hand top corner of the address side of all postal articles.

The Radio Service has reverted to normal hours of working. Messages may be handed in at any hour of the day or night during General Post Office hours at Radio Counter, Main Hall, at all other times messages should be taken through the corner entrance at Pedder Street and Des Voeux Road to the Radio Office on the 3rd floor of the building. These doors will be closed after 10 p.m. but admittance may be obtained by ringing the night-bell.

Radio Traffic with Canton is suspended until further notice.

Interport Radio Telegrams are subject to delay.

Messages in Code must have name of Code used included in text.

INWARD MAILS.

From	Per	Due.
Australia and Manila	St. Albans	October 10.
Japan	Talamba	October 10.
Europe via Siberia (London 18th September and Shanghai)	Suwa Maru	October 10.
Manila	Pres. Jackson	October 11.
U.S.A., Honolulu, Japan and Shanghai	Tenyo Maru	October 11.
Manila	Emp. of Asia	October 12.
Shanghai	Pres. Adams	October 12.
Europe via Negapatam (Papers only London 10th September)	Hong Peng	October 12.
Saigon	Angkor	October 12
Australia and Manila	Changsha	October 13.
Canada, U.S.A., Japan and Shanghai	Pres. McKinley	October 15.

OUTWARD MAILS.

For	Per	Date.
Japan, *Canada, *U.S.A., *C. and *S. America and *Europe via Victoria, B.C.	Protesilaus	Sat., Oct. 10. Registration 9.45 a.m. Letters 10.30 a.m. (Due Victoria, B.C. 3rd November).
Straits and Calcutta	Hosang	Sat., Oct. 10, Parcels 10.30 a.m. Letters 11.30 a.m.
Swatow	Holcheong	Sat., Oct. 10, 12.30 p.m.
Shanghai, Japan, Honolulu, *Canada, U.S.A., C. and S. America, and *Europe via San Francisco and Europe via Siberia (Correspondence specially superscribed "Via Siberia" only).	Pres. Taft	Sat., Oct. 10, Parcels Noon. Registration 2.15 p.m. Letters 3 p.m. (Due San Francisco 3rd November).

*Correspondence bearing vessel's name only.

SCIENCE WONDER.

Animal Electric Radiation

Electric radiations from living creatures are believed by Lakhowsky, French wireless expert to account for many mysterious performances of animals, including the direction-finding of carrier-pigeons, and the sudden migrations of Norway to the sea.

In *Excelsior* (Paris) he notes that glowworms and fireflies emit luminous rays, that such fishes as torpedoes generate electricity, and he points out that it is going only a step further to find that living animals give out radiations like Hertzain waves that other animals may detect. The use of the antennae of numerous insects is not yet known. The inner ear of most creature includes an unexplained organ, consisting usually of three semi-circular canals arranged perpendicularly, and that these canals have much to do with direction, animals deprived of them seeming dazed and unable to decide which way to go. The liquid of these canals is sensitive to a magnetic field. A radio-electric transmitter creates around it a magnetic field, and it may be imagined that the semi-circular canals act as a receiver registering the variations.

The carrier pigeon becomes electified by air friction in its flight.

The bat, with little aid from sight, may be guided in its insect prey, and the lemmings may be directed by radiations from shoals of fishes towards which they travel so unerringly.

Fabre has shown that insects attracted others of their kind several miles away until the cage was insulated by glass, when attraction ceased.

Denmark is making plants to send an expedition to explore the interior of Greenland in the spring of 1926. Plans for the expedition are being made by Dr. Lange Koch of Copenhagen with the aid of Professor William H. Hobbs of the University of Michigan, who is now in Europe. Little is known about the conditions in the ice-covered interior of Greenland. It was hoped that Commander Donald B. MacMillan would do some exploring in this territory by airplane before he returned from the north.

FUNCTIONS OF GLANDS.

Puzzle Scientists.

One of the most important discoveries which the pioneers on the last frontier—the frontier of science—have made, is the way in which the ductless glands in the body function and the effect which they have upon general health.

But only a beginning has been made and much important work remains to be done.

Some of the glands still remain a complete mystery.

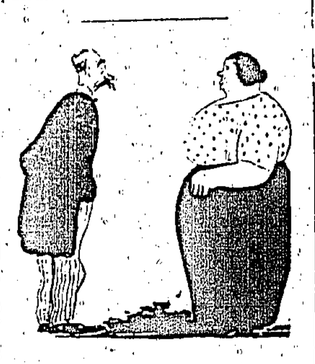
Among these is the thymus gland, a small gland located in the neck. So far, research workers have been unable to discover any function which this gland performs in the human being.

Dr. Oscar Riddle of the Carnegie Institute, Washington, has just succeeded, however, in discovering the function of the gland in birds.

He finds that pigeons which have had the thymus gland removed, lay eggs without shells. When these same birds are fed thymus gland extract they lay eggs with shells.

Dr. Riddle believes, therefore, that the thymus gland secretes a substance in the blood of the pigeon which controls the formation of the egg shells.

He believes further that in mammals, including human beings, the thymus glands has no function but is an evolutionary survival like the vermiform appendix.



She: "Do you know where all the empty bottles in the cellar come from?"

He: "No. I have never in my life bought an empty bottle!"

Kasper, Stockholm.

DIESEL SHIP.

Triumph of British Construction.

A recent British-built vessel which is earning an enviable reputation in service is the motorship Silurian, on which there is no steam or boiler employed in any capacity. Engined by the Beardmore Marine Engineering Department at Dalmuir, with two Beardmore-Tosi Diesel engines of 1,250 shaft horse power, the Silurian has a displacement of some 14,650 tons and a cargo capacity of 10,500 tons. The fuel oil tanks hold 560 tons of fuel giving the vessel a cruising capacity of over fifty days, using 10½ tons of oil a day at 10½ knots. It is estimated that a vessel of similar capacity burning coal would not consume less than 45 tons of coal per day, while in the case of the Silurian considerable saving in engine room expenses has been effected.

One man only controls each of the main engines, while the auxiliary engines driving the pumps and generators have their own attendants. From the cargo capacity point of view, the outstanding features of this motorship are space and facility for loading and unloading. Five huge holds are provided with unobstructed hatches one of which measures no less than fifty-six feet by twenty-four feet, and will readily take such difficult pieces of cargo as locomotives and bulky machinery.

It is not surprising to learn that the example of modern British shipbuilding skill created something of a sensation on her first arrival in an American port.

A few weeks ago three labourers working near the Delhi Cloth Mills came upon a jar buried in an old tank. The jar was found to contain 46 gold and 30 silver coins. The average weight of each gold coin is about half a tola. They are circular in shape and bear stamps on both sides. They vary in their dates of issue from 1039 to 1100 Hezra and bear the names of the Emperor Aurangzeb Alimgir and Shah Iam. The silver coins are rupees of the Mughal times, and mostly bear the names of Muhammed Shah and Bahad.hur Sah

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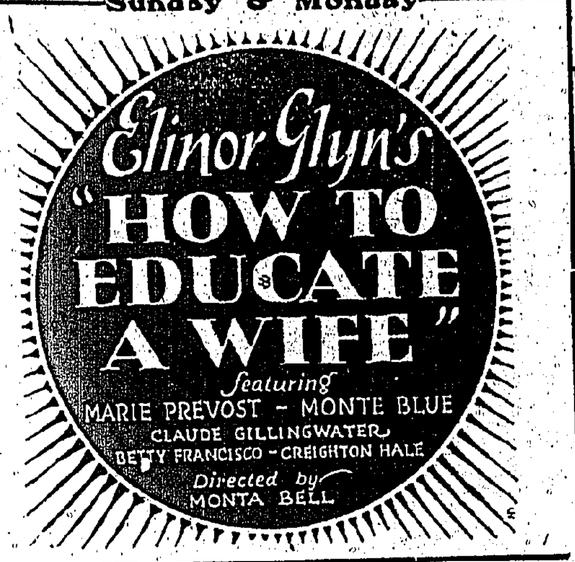

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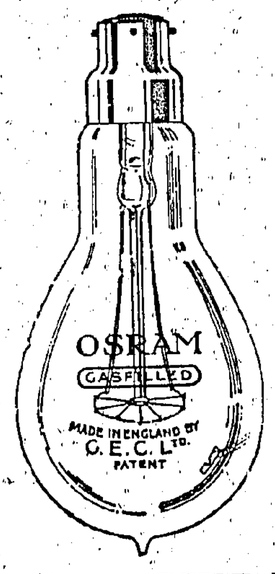

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